National Transportation Safety Board
Washington, D.C. 20594

October 16, 2006

Party Coordinators
Mr. Dana Lee, Athena Construction, Morgan City, LA
Mr. Michael Patterson, Central Boat Rentals, Morgan City, LA
Mr. Brian Osborn, Gulfport Energy, Morgan City, LA
Mr. Bruce L. Niemeyer, Chevron North America, Lafayette, LA
Mr. Mark Champagne, LA Dept. of Natural Resources, Baton Rouge, LA

Cc: LT John Luff, United States Coast Guard

Gentlemen:

Ref: Fire aboard *Athena Barge 106*, accident number MAR07MM001.

The Safety Board requests that the organizations listed above participate in the *Athena 106* accident as a party to the investigation. You are hereby asked to agree and abide by the provisions of 49 CFR 831.11, which governs participation in Safety Board investigations. Enclosed is a copy of 49 CFR 831.11 for your review. If you have any questions about these rules, please call me. Otherwise, we will assume that you will comply.

As a party representative, you will be given the opportunity to review and make comments on the Safety Board's factual report.

Thank you for your support of marine safety and the *Athena 106* investigation. If you have any questions, please contact me at 202-314-6107 or Morgan.Turrell@ntsb.gov. For additional information, visit www.ntsb.gov.

Sincerely,

[redacted]

Morgan Turrell
Investigator-in-Charge

Enclosures: 49 CFR 831.11
Please make a copy, sign and return this letter to Morgan Turrell

October 22, 2006
Bruce L Niemeyer
Chevron USA, Inc.
Interested Party Representative

Chevron

Bruce L. Niemeyer
GOM West Area Manager

Gulf of Mexico SBU
Chevron North America
Exploration and Production
5750 Johnston Street
Lafayette, LA 70503
Tel 337 989 3158
Fax 337 989 3136
bniemeyer@chevron.com

November 30, 2006

Captain Morgan J. Turrell
Marine Accident Investigator
National Transportation Safety Board
490 L'Enfant Plaza East S.W.
Washington, D.C. 20594-2000

Dear Captain Turrell,

Thank you for your November 20, 2006 e-mail and letter and the invitation therein for Chevron to express its views on the possibility of the NTSB conducting a public hearing in connection with the October 12, 2006 incident that is the subject of your investigation. At this time, Chevron does not believe such a public hearing is warranted.

Sincerely,

[redacted]

Bruce L. Niemeyer

cc: Kerry Mire
Tom Marcotte
Tyler Mercer

Chevron

February 1, 2007

Morgan Turrell-Office of Marine Safety
National Transportation Safety Board
490 L'Enfant Plaza East SW
Washington, D.C. 20594

Dear Morgan:

As requested, please find enclosed two copies of the survey report performed at West Cote Blanche Bay by John Chance Land Surveys, Inc, entitled:

REPORT ON HYDROGRAPHIC SURVEY ASSOCIATED WITH THE MISS MEGAN ACCIDENT, WEST COTE BLANCHE BAY, ST. MARY PARISH, LOUISIANA, JANUARY 2007.

Please let me know if I can be of further assistance.

Sincerely,

[redacted]

Thomas F. Marcotte, P.E.

Thomas F Marcotte, P.E.
Sr Facility Engineering Advisor

Chevron Exploration & Production Co.
Asset Development - GOM West
5750 Johnston Street
Lafayette, LA 70503
Tel 337 989 3129
Fax 337 989 3357
marcotte@chevron.com

Chevron

February 5, 2007

Morgan Turrell-Office of Marine Safety
National Transportation Safety Board
490 L'Enfant Plaza East SW
Washington, DC 20594

RE: Notes and Images from Bennie Victoriano, Chevron USA

Dear Morgan:

As requested, please find enclosed a CD copy of notes and images as recorded at West Cote Blanche Bay by Bennie Victoriano of Chevron.

Please let me know if I can be of further assistance.

Sincerely,

[redacted]

Thomas F. Marcotte, P.E.

Enclosures: CD

BUDWINE & ASSOCIATES, INC.

Member, THE AMERICAN WATERWAYS OPERATORS

67 Elmwood Dr. / Destrehan, LA 70047

Phone: 985-764-9778 Fax: 985-764-9720

Survey Report No.: NOLA-261012 **October 16, 2006**

DAILLE, FISSE & KESSENICH
P. O. Box 5350
Covington, LA 70434-5350

Attn: Mr. Rick Kessenich

Re: CRANE / SPUD BARGE
"ATHENA-106"
FIRE / EXPLOSION
GULFPORT ENERGY COMPANY
CYPREMORT POINT
EAST COTE BLANCHE BAY
DOI: OCTOBER 12, 2006

Dear Mr. Kessenich,

Acting in response to your request, I proceeded to inspect the subject vessel on Friday and Saturday, October 13, and 14, 2006 while the subject vessel was spuded down near Cypremort Point in West Cote Blanche Bay.

As far as could be determined from a limited external survey the vessel appears to be stable, level and sound with obvious fire damage noted, however the vessel appears suitable for spud extraction and transportation to a shipyard for survey and repairs.

The divers reported no damages from the fire and/or explosion to the hull or spud wells.

There is 0'11" of water in the port aft void/tool room and some traces of oil residue; however, this water appears to be from the fire fighting efforts, as the 0'11" was constant from 1100 hours on Friday 10/13/06 to 1500 hours on Saturday 10/14/06. This water will not effect stability, travel or spud extraction operations.

The divers report which is attached (River Services Company, Inc.) indicated that a 3" unbroken pipeline was making contact with the aft spud approximately 4'0" below the bottom of the vessel. Another 3" line was located on the bottom of the bay approximately 5'0" east of the aft end of the vessel (crane located on forward end). The diver also indicated several loops of spud cable on the bottom of the bay.

Recommend

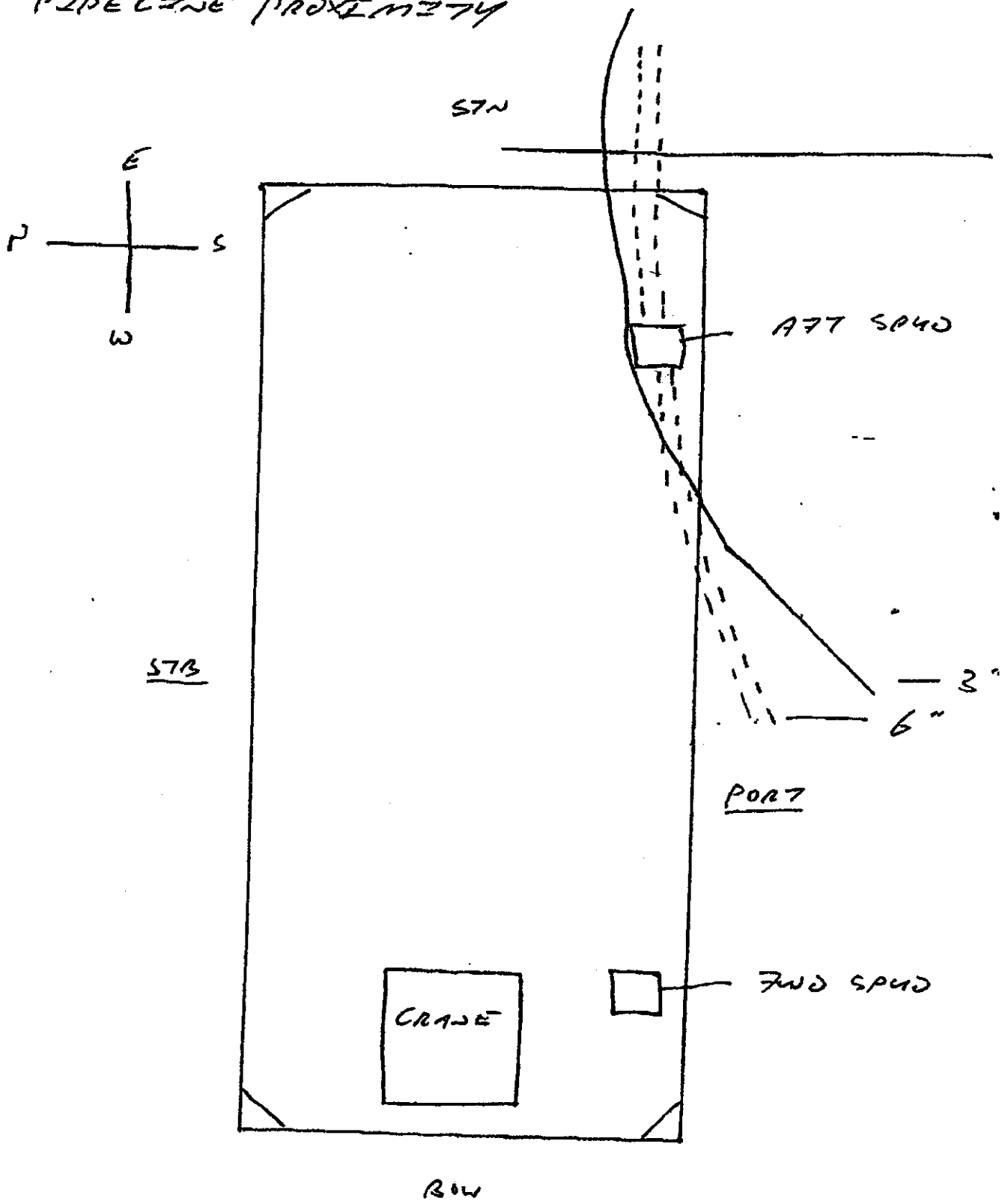
I would recommend extraction of the forward and aft spuds of the "Athena-106" be carefully planed and executed with the following recommendations in mind.

1. Deactivate all pipeline in the area and secure all lines.
2. Identify all lines in close proximity of the operation.
3. Buoy all lines around the vessel for visual reference.
4. Provide fire team with fire fighting capability, during operations. ← need details
5. Provide air monitoring during operations.
6. Check spud and pipe line proximity during extraction operations with a dive team to insure separation, avoid entanglements with spud cable, and avoid hull contact between barge and pipeline.
7. Extraction operations can be effected with out spudding a crane barge down by utilizing effective horsepower to position second crane barge, hold same and remove floatilla from the area.

Please feel free to contact me should you have any questions.

10/14/06

"ATHENA 106"
PIPELINE PROXIMITY

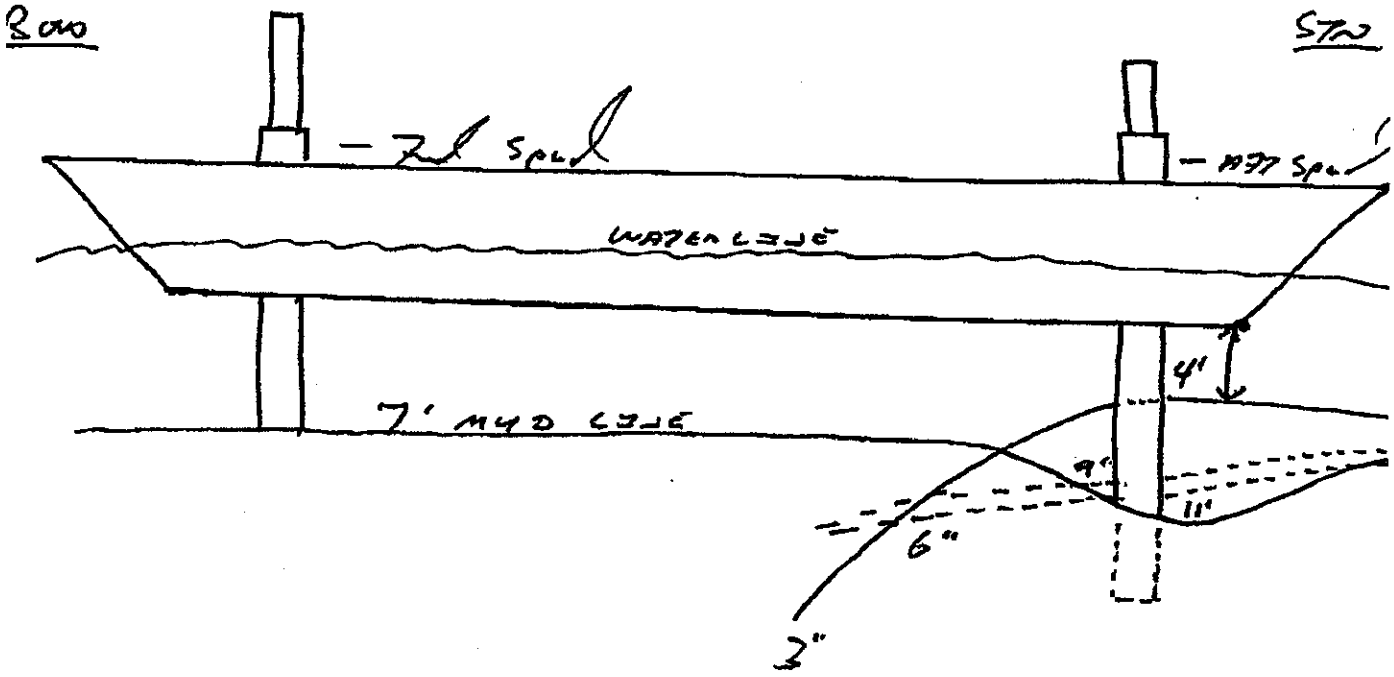


NOT TO SCALE

10/14/06

"ATHENA 106"

PIPELINE PROXIMITY



NOTED SCALE

D

RIVER SERVICES CO., INC.

P. O. Box 114 / Destrehan, LA 70047

Fax: 985-764-9720 Phone: 985-764-9778

Greenville, MS Memphis, TN Paducah, KY

Survey Report No.: NOLA-261013 **October 16, 2006**

PRELIMINARY REPORT

DAILLE, FISSE & KESSENICH
P. O. Box 5350
Covington, LA 70434-5350

Attn: Mr. Rick Kessenich

Re: CRANE / SPUD BARGE
"ATHENA-106"
FIRE / EXPLOSION
GULFPORT ENERGY COMPANY
CYPREMORT POINT
EAST COTE BLANCHE BAY
DOI: OCTOBER 12, 2006

Dear Mr. Kessenich,

Acting in response to your request, we proceeded to conduct a dive survey on the above named vessel and pipeline on Friday and Saturday, October 13, and 14, 2006 as directed.

REPORT

Barge "Athena-106" is spuded down in an east to west manner near GPS coordinates: 29°40; 862' N and 091°48; 725' W.

The aft spud apparently made contact and cut a 6" gas pipeline in two.

Chevron

Kerry A. Mire
Facilities Engineer Supervisor

Asset Development - GOM
Chevron N.A. Exploration and Production Co.
5750 Johnston St - 70503-5303
P.O. Box 69100 - 70596-9100
Lafayette, LA
Tel 337 989 3307
Fax 337 989 3357
KMire@chevron.com

October 31, 2006

National Transportation Safety Board
490 L'Enfant Plaza East S.W.
Washington, DC 20594-2000

Re: West Cote Blanche Bay 8" Gas Sales Pipeline Recovery and Repair Procedure
Offshore, Louisiana

Captain Morgan J. Turrell:

Attached please find a copy of:

- The Chevron Repair and Recovery Procedure for the 8" Lateral Gas Sales Pipeline from the West Cote Blanche Bay production facility to the Bay Junction
- The Chevron Evidence Salvaging Procedure for the 8" Lateral Gas Sales Pipeline pipe near the incident location.
- The Gulfport Energy crossing pipeline removal procedure for pipelines possibly affecting the repair and recovery of the 8" Lateral Gas Sales Pipeline from the West Cote Blanche Bay production facility to the Bay Junction.
- The Gulfport Energy crossing pipeline Evidence Salvaging Procedure for the pipelines crossing possibly affecting the repair and recovery of the 8" Lateral Gas Sales Pipeline from the West Cote Blanche Bay production facility to the Bay Junction

We have e-mailed a separate copy of the recovery and repair procedure and request an e-mail response indicating your concurrence to proceed as described. Chevron also requests that the attached repair and recovery procedure be signed and returned to me at the address shown above. Chevron would like to schedule the repair and recovery procedure to commence on approximately Friday November 3, 2006.

If there are questions about any of these documents, please call me at (337) 989-3307.

Sincerely,

[redacted]

Kerry Mire

cc
Rod Dyck
Chuck Koval

NTSB Transmittal Document - repair - 10-31-06 .doc

West Cote Blanche Bay: Gulfport's Salvage Procedure for Other Field Pipelines in Conjunction with Chevron's Recovery and Repair Procedure of 8" Gas Sales Pipeline

Ivanhoe Gas Gathering System

SCOPE

Chevron will manage the recovery and repair of the 8" sales gas pipeline departing Gulfport Energy's West Cote Blanche Bay (WCBB) production facility damaged during the October 12, 2006 spud barge incident. Certain field pipelines cross the 8" pipeline and currently prevent the removal of the 8" pipeline. These field pipelines are not severed and need to be removed before Chevron can remove the 8" pipeline. Gulfport will manage the removal of the sections of field pipelines crossing the 8" pipeline affected by Chevron's repair procedure.

STATUS

The Ivanhoe 8" sales gas pipeline is severed. The coordinates of the damaged portion of the pipeline are X: 1,847,984.76; Y: 369,080.25 or Lat: 29 deg 40' 50.66594"; Long: 091 deg 48' 43.36319". The spud barge that severed the 8" pipeline is no longer on location. Divers have located two (2) 3" pipelines and one (1) 2" pipeline that cross the 8" pipeline. According to Chevron's Plan, the 8" pipeline is currently de-pressurized and is physically double flanged (a spool piece has been removed) from Ivanhoe system at the Bay Junction platform. It is double blocked and de-pressurized at the WCBB production facility. The pipelines are buoyed at the location of the incident.

SALVAGE PROCEDURE

Gulfport shall remove from active service the two (2) 3" pipelines and one (1) 2" pipeline that cross the 8" pipeline. Gulfport shall also remove from active service any other field pipelines that it operates which are discovered that may affect Chevron's lift of the 8" pipeline. Gulfport shall provide coordinates to Chevron of all crossing pipeline endpoints upon completion by Gulfport of the following crossing pipeline clearance procedure:

West Cote Blanche Bay Pipelines
Gulfport's Salvage Procedure for Field Pipelines
Ivanhoe Gas Gathering System

a) Confirm there is no pressure on the crossing pipelines by venting the crossing pipelines to the atmosphere at the associated well or the WCBB production facility. Pipelines to remain vented during the repair procedure & locked out at the associated well or platform.

b) Locate lifeboat or spud barge in the area of pipeline crossings. Survey technicians will confirm the proper jacking or spudding location prior to setting using Starfix GPS positioning system.

c) Divers will locate all of the pipelines crossing the 8" pipeline in the area required for the repair of the 8" pipeline.

d) Divers to uncover each crossing pipeline by jetting & buoy the pipeline for 200 ft either side of the 8" pipeline

e) Survey to record location of the crossing pipelines at the 8" pipeline & for 200 ft either side of the 8" pipeline.

f) Lift crossing pipeline to the side of the repair vessel & secure. Punch small hole in the top of the crossing pipeline to confirm zero pressure. Make sure clamps are on board to cover the hole in case pressure exists. At no time shall the pipelines be cut if pressure exists.

g) Cold cut pipeline 20 ft north and 20 ft south of the 8" pipeline.

h) Install plumber's plugs into both ends of the cold cut pipeline to prevent pollution when the pipeline is returned to the water.

i) Tag removed portion of pipeline for chain of custody. See Attachment A for the tagging, documentation, & chain of custody procedures.

j) Place crossing pipeline back in the water. Bury each end to 3 ft of cover.

k) Repeat for each crossing pipeline.

l) All recovered segments of the three (3) inch pipelines, the two (2) inch pipeline, and any other Gulfport pipelines removed during this operation will be tagged, identified for chain of custody, and transferred in accordance with Attachment A

West Cote Blanche Bay Pipelines
Gulfport's Salvage Procedure for Field Pipelines
Ivanhoe Gas Gathering System

Note: Any pipelines discovered to be crossing the 8" pipeline in the affected area to be removed and preserved with the same procedure.

NTSB Approval

Approved By _____

Print _____

Date _____

Chevron U.S.A. Inc. West Cote Blanche Bay 8" Gas Sales Pipeline Recovery and Repair Procedure

For the 8" lateral connected to the Ivanhoe Gas Gathering System

SCOPE

Recover and repair portions of the 8" sales gas pipeline departing Gulfport Energy's West Cote Blanche Bay (WCBB) production facility damaged during the October 12, 2006 fire and explosion.

STATUS

The 8" lateral gas gathering pipeline was severed in the October 12, 2006 fire and explosion. The coordinates of the damaged portion of the 8" lateral pipeline are X: 1,847,984.76; Y: 369,080.25 or Lat: 29° 40' 50.66594"; Long: 091° 48' 43.36319". The spud barge involved in the fire and explosion, the Athena 106, is no longer on the incident location. Divers have located two (2) 3" pipelines and one (1) 2" pipeline that cross the 8" pipeline near the incident location. There are possible additional crossing pipelines not currently identified that may have to be addressed. The 8" pipeline is currently de-pressurized and is physically double flanged from the Ivanhoe system at the Bay Junction platform. It is double blocked and de-pressurized at the WCBB production facility. The 8" lateral pipeline and 3 crossing pipelines are buoyed at the location of the incident.

REPAIR PROCEDURE

1. Chevron U.S.A. Inc. (Chevron) shall ensure Gulfport has locked out and tagged out the 4" and 8" valve on the 8" lateral pipeline at the WCBB production facility.

2. Chevron will position liftboat or spud barge with divers approximately 85 feet south of 8" lateral pipeline break in the safe jacking area. Survey technicians will confirm the proper jacking or spudding location prior to setting using Starfix GPS positioning system.

3. Chevron will expose 8" pipeline by jetting a minimum 260 feet upstream and downstream of the damaged portion of the pipeline. The 260 feet minimum jetting distance was determined by a free stress analysis. Additional jetting to be determined as field conditions warrant to ensure the remaining section of the 8" lateral pipeline is not damaged by Chevron during the Chevron recovery and repair procedure or if additional crossing pipelines not currently identified are found during the jetting process. If additional pipelines not currently identified are found, Gulfport shall remove from service under item 5 below.

4. Buoy or re-confirm by Chevron that the 8" lateral pipeline and all other pipeline crossings that might interfere with the pipeline lifting process are buoyed.

5. Field Operator (Gulfport Energy) shall remove from active service all of the field pipelines that they operate that may affect the lift of the 8" lateral pipeline according to their attached

procedure. Gulfport shall provide coordinates to Chevron of crossing pipeline endpoints upon completion by Gulfport of crossing pipeline clearance procedure.

6. After all pipeline crossings have been cut and removed from service by Gulfport, and Chevron has received from Gulfport the coordinates of the crossing pipeline endpoints, Chevron will position pipeline repair spud barge parallel to the buoyed 8" lateral pipeline.

7. Chevron divers will mark the top of the 8" lateral pipeline to preserve the pipeline depth orientation as determined post incident by prior survey. Divers will identify, attach crane line to damaged 8" lateral pipeline on the east side of the break, cold cut, and then remove the damaged portion of the pipeline. Cold cut is anticipated to be performed underwater, but the alternative is to cold cut the 8" lateral pipeline on the spud barge if field conditions warrant. Plats of in-place locations of the damaged 8" lateral pipeline, as of the date of the work, will be prepared from dive survey information and close attention will be paid to identifying the orientation and depth of the pipe as it lays post incident but on the date of the work.

8. Repeat on the west side of break.

9. Both recovered segments of damaged 8" lateral pipe will be tagged and identified for chain of custody, transferred to a to be determined secure location and held and preserved using the attached "Evidence Salvaging Procedure" prepared by Stress Engineering Services on Chevron's behalf.

10. Lift West side of 8" pipeline with the spud barge crane and attach to the side of the barge. Install pig into the open end of the West side of the 8" pipeline and vent the 8" pipeline at the Bay Junction to prevent any gas pockets from being released from the open 8" pipeline onto the spud barge.

11. Weld new hydro-tested 8.625" O.D. x .500" w.t. grade X42 pipeline pipe with fusion bond epoxy coating to West side of existing 8.625" O.D. x .250" w.t. grade X46 pipeline to replace the damaged portion of the 8" lateral pipeline. All welds will be 100% x-rayed. Chevron shall confirm there are no susceptibilities to natural gas releases from the 8" lateral pipeline before welding commences with a gas detection meter.

12. Weld new 40 foot joints of hydro-tested 8.625" O.D. x .500" w.t grade X42 pipeline pipe with fusion bond epoxy coating together until new 8" pipeline pipe reaches East end of damaged 8" lateral pipeline. All welds will be 100% x-rayed. Chevron shall confirm there are no susceptibilities to natural gas releases before welding commences with a gas detection meter.

13. Lift East side of 8" pipeline with the spud barge crane and attach to the side of the barge. Chevron shall install pig into the open end of the East side of the 8" pipeline and vent the pipeline at the WCBB production facility to prevent any gas pockets from being released from the open 8" pipeline onto the spud barge.

14. Weld new hydro-tested 8.625" O.D. x .500" w.t. grade X42 pipeline pipe with fusion bond epoxy coating to East side of existing 8.625" O.D. x .250" w.t. grade X46 pipeline to replace the damaged portion of the pipeline. All welds will be 100% x-rayed. Chevron shall confirm there are no susceptibilities to natural gas releases before welding commences with a gas detection meter.

15. Return the repaired 8" lateral pipeline into the water and jet to 3 ft of cover minimum.

16. Chevron shall dewater the 8" pipeline using the following procedure.
    I. Install a temporary pig launcher the WCBB production facility.
    II. Install a temporary pig receiver at the Bay Junction.
    III. Position deck barge carrying DOT transportation tanks at the Bay Junction to receive liquids ahead of the dewatering pigs.
    IV. Launch multiple poly pigs from WCBB production facility to displace the liquids into the tanks at the Bay Junction.
    V. Launch multiple foam pigs to complete the drying process for the 8" lateral pipeline. Note: Nitrogen will be used to push all pigs used in the recovery and repair process to reduce the risks of combustion.
    VI. Remove temporary pig traps and re-install original piping.

17. Chevron shall purge the nitrogen from the 8" lateral pipeline by opening the blowdown valve at the Bay Junction and delivering Gulfport dehydrated natural gas from the WCBB production facility and watch for the transition from nitrogen to natural gas at the blowdown valve and close the blowdown valve once the nitrogen purging process is complete.

18. Chevron shall coordinate with Gulfport to re-pressurize the 8" lateral pipeline with natural gas from the WCBB production facility until the pressure reaches 1000 psig. Gulfport shall control the delivery valve from the WCBB production facility and natural gas delivery, but Chevron shall hold stop work authority for such lateral re-pressurization with natural gas.

19. Chevron shall conduct 4 hours leak test at 1000 psig with certified and calibrated pressure and temperature chart recorder and dead weight tester at the Bay Junction platform.

20. Chevron shall configure all Bay Junction pipeline valves to accommodate normal pipeline operations and return the 8" lateral pipeline to service. Gulfport shall configure all WCBB production facility valves to accommodate normal pipeline operations and return the 8" lateral pipeline to service.

NTSP Approval of Recovery and Repair Procedure

Approved By _____

Print: _____

Date _____

STRESS ENGINEERING SERVICES INC.

13800 Westfair East Drive, Houston, Texas 77041-1101
Phone: (281) 955-2900 Fax: (281) 955-2638 Website: www.stress.com
HOUSTON • CINCINNATI • NEW ORLEANS • CHICAGO

Evidence Salvaging Procedure
West Cote Blanche Bay Pipeline Rupture Incident
Prepared for
Gulfport Energy Corporation

1.0 Purpose

1.1 This procedure shall be followed for the salvaging, transportation, and storage of pipe samples removed from the location of the October 12, 2006 pipeline rupture incident in West Cote Blanche Bay, Louisiana.

1.2 The purpose of this procedure is to insure the collection, identification, and preservation of pipeline sample evidence related to the rupture incident and to maintain the chain of custody of those samples as long as necessary.

2.0 Definitions

2.1 "Gulfport" means Gulfport Energy Corporation or their contractor.

2.2 "SES" means Stress Engineering Services, Inc.

3.0 Storage Location

3.1 SES shall prearrange for secure storage of the pipe samples.

3.2 The storage location shall be indoors, secure, and accessible to the equipment needed to offload and move the pipe samples.

4.0 Incident Area Survey and Map

4.1 Before the salvaging, Gulfport shall obtain a detailed, underwater survey of the area of the pipeline involved in the incident showing the locations and orientations of the pipes and other significant features.

4.2 Prior to the start of salvaging, Gulfport shall provide a detailed survey map of the incident area to SES.

5.0 Photography

5.1 SES or their contractor shall videotape all significant events that take place during the salvaging process.

5.2 Still photographs documenting the key features of the salvaging process shall also be taken.

5.3 Copies of all videotapes and still photographs shall be provided to Gulfport.

6.0 Pipe Orientation Documentation

6.1 Before salvaging, Gulfport shall mark the pipe at 12:00 (top) and flow direction.

7.0 Pipe Salvaging

7.1 Gulfport shall salvage all pipe that was damaged by this incident plus at least 60 feet of pipe beyond the extent of the damage in both directions along the pipeline. This length of pipe should provide one intact butt weld on each side of the failure.

7.2 The pipe shall be extricated from the soil and lifted to the surface in such a way that no permanent deflection of the pipe and no further cracking of the concrete coating will occur.

7.3 Lifting shall be done with tools or straps that do not damage the concrete coating, the polymeric coating, or the pipe. Advise the contractor to keep their lifting equipment from damaging the fractures, especially the impact area.

7.4 Gulfport shall ensure that the pipeline is purged of combustibles before salvaging.

8.0 Mud Sample Collection

8.1 Samples of mud adhering to the pipe in the vicinity of the rupture shall be collected and labeled.

9.0 Sectioning Locations and Marking

9.1 The salvaged pipes shall be transversely cut into lengths of not more than 40 feet, for easy transportation by semi-trailer.

9.2 Gulfport or SES shall mark the geometric top and flow direction across the area of the pipe to be cut.

9.3 Each cut shall be uniquely identified so that pipe sections can be correctly matched up after salvaging.

10.0 Sectioning

10.1 Gulfport shall cut the concrete and pipe in the locations identified by SES.

10.2 Cutting shall be done by sawing or other method that does not significantly heat the pipe or its coating.

11.0 Cleaning

11.1 Gulfport shall clean the exterior and interior of the pipe to remove mud, brackish water, and other loose, foreign material by means of pressurized fresh water. Hydroblasting is suggested. The pressure and technique shall be adjusted such that the pipe and its coatings are not altered by the cleaning.

12.0 Drying

12.1 Gulfport shall dry the interior and exterior surfaces of the pipe samples by forced air or other suitable means that does not heat, alter, or contaminate the pipe samples.

13.0 Corrosion Inhibition

13.1 SES shall coat all exposed, steel surfaces of pipe samples with ZEP-brand CP-400 corrosion inhibiting coating.

13.2 This includes all fracture surfaces, exposed exterior surfaces, and any accessible interior surfaces of the pipe.

14.0 Sample Labeling and Inventory

14.1 SES shall label and inventory all salvaged pipe samples.

14.2 Each sample shall be given a unique identification number.

14.3 The approximate position of each pipe sample shall be noted on the survey map.

15.0 Onboard Storage and Transit to Shore

15.1 Gulfport shall, at all times, support the salvaged pipe samples on wooden cribbing to protect the pipe samples from mechanical damage.

15.2 The samples shall be secured to the deck and protected from mechanical damage during the salvaging operation and transport to shore.

16.0 Maintaining Chain of Evidence

16.1 SES shall be responsible for maintaining the chain of evidence and shall take such steps as necessary to accomplish that responsibility.

17.0 Transferring Pipe from Boat to Truck or Shore

17.1 Once ashore, Gulfport shall transfer the pipe samples to an awaiting flatbed truck that they provided.

17.2 Gulfport shall lift the pipe samples from the boat to the truck by a suitable method that does not cause mechanical damage to the pipe samples. The use of a spreader bar with soft slings is preferred. Mechanical contact with the fracture surfaces must be minimized.

17.3 The pipe samples shall be supported on wooden cribbing if they must be set down on the shore or other surfaces.

17.4 The pipe samples shall be supported on wooden cribbing on the truck then secured in place with soft straps to prevent mechanical damage to the pipe samples. The fracture surfaces and damaged ends of the pipe must not be allowed to contact other hard objects.

18.0 Evidence Receipt

18.1 SES shall provide a signed evidence receipt form with an inventory of all pipe, mud, and other collected samples to Gulfport.

19.0 Transit to Warehouse

19.1 Gulfport shall transport the pipe samples to the prearranged warehouse. SES will document the evidence transfer.

20.0 Storage

20.1 SES or their contractor shall offload the samples from the truck to the warehouse by methods that do not damage the samples.

20.2 Pipe samples shall be stored on wooden cribbing and protected from mechanical damage.

20.3 The fracture surfaces and ruptured areas shall be covered with soft padding, affixed in place.

20.4 SES shall insure that the samples are securely stored in the warehouse until Gulfport instructs otherwise.

STRESS ENGINEERING SERVICES INC.

13800 Westfair East Drive, Houston, Texas 77041-1101
Phone: (281) 955-2900 Fax: (281) 955-2638 Website: www.stress.com
HOUSTON • CINCINNATI • NEW ORLEANS • CHICAGO

Evidence Salvaging Procedure
West Cote Blanche Bay Pipeline Rupture Incident
Prepared for
Chevron U.S.A. Inc.

1.0 Purpose

1.1 This procedure shall be followed for the salvaging, transportation, and storage of pipe samples removed from the location of the October 12, 2006 pipeline rupture incident in West Cote Blanche Bay, Louisiana.

1.2 The purpose of this procedure is to insure the collection, identification, and preservation of pipeline sample evidence related to the rupture incident and to maintain the chain of custody of those samples as long as necessary.

2.0 Definitions

2.1 "Chevron" means Chevron U.S.A. Inc. or their contractor.

2.2 "SES" means Stress Engineering Services, Inc.

3.0 Storage Location

3.1 SES shall prearrange for secure storage of the pipe samples.

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4.0 Incident Area Survey and Map

4.1 Before the salvaging, Chevron shall obtain an underwater survey of the area of the pipeline involved in the incident showing the locations and orientations of the pipes and other significant features.

4.2 Prior to the start of salvaging, Chevron shall provide a survey map of the incident area to SES.

5.0 Photography

5.1 SES or their contractor shall videotape all significant events that take place during the salvaging process.

5.2 Still photographs documenting the key features of the salvaging process shall also be taken.

5.3 Copies of all videotapes and still photographs shall be provided to Chevron.

6.0 Pipe Orientation Documentation

6.1 Before salvaging, Chevron shall mark the pipe at 12:00 (top) and flow direction.

7.0 Pipe Salvaging

7.1 Chevron shall salvage all pipe that was damaged by this incident plus at least 60 feet of pipe beyond the extent of the damage in both directions along the pipeline. This length of pipe should provide one intact butt weld on each side of the failure.

7.2 The pipe shall be extricated from the soil and lifted to the surface in such a way that no permanent deflection of the pipe and no further cracking of the concrete coating will occur.

7.3 Lifting shall be done with tools or straps that do not damage the concrete coating, the polymeric coating, or the pipe. Advise the contractor to keep their lifting equipment from damaging the fractures, especially the impact area.

7.4 Chevron shall ensure that the pipeline is purged of combustibles before salvaging.

8.0 Mud Sample Collection

8.1 Samples of mud adhering to the pipe in the vicinity of the rupture shall be collected and labeled.

9.0 Sectioning Locations and Marking

9.1 The salvaged pipes shall be transversely cut into lengths of not more than 40 feet, for easy transportation by semi-trailer.

9.2 Chevron or SES shall mark the geometric top and flow direction across the area of the pipe to be cut.

9.3 Each cut shall be uniquely identified so that pipe sections can be correctly matched up after salvaging.

10.0 Sectioning

10.1 Chevron shall cut the concrete and pipe in the locations identified by SES.

10.2 Cutting shall be done by sawing or other method that does not significantly heat the pipe or its coating.

11.0 Cleaning

11.1 Chevron shall clean the exterior and interior of the pipe to remove mud, brackish water, and other loose, foreign material by means of pressurized fresh water. The pressure and technique shall be adjusted such that the pipe and its coatings are not altered by the cleaning.

12.0 Drying

12.1 Chevron shall dry the interior and exterior surfaces of the pipe samples by forced air or other suitable means that does not heat, alter, or contaminate the pipe samples.

13.0 Corrosion Inhibition

13.1 Stress shall coat all exposed, steel surfaces of pipe samples with ZEP-brand CP-400 corrosion inhibiting coating.

13.2 This includes all fracture surfaces, exposed exterior surfaces, and any accessible interior surfaces of the pipe.

14.0 Sample Labeling and Inventory

14.1 SES shall label and inventory all salvaged pipe samples.

14.2 Each sample shall be given a unique identification number.

14.3 The approximate position of each pipe sample shall be noted on the survey map.

15.0 Onboard Storage and Transit to Shore

15.1 Chevron shall, at all times, support the salvaged pipe samples on wooden cribbing to protect the pipe samples from mechanical damage.

15.2 The samples shall be secured to the deck and protected from mechanical damage during the salvaging operation and transport to shore.

16.0 Maintaining Chain of Evidence

16.1 SES shall be responsible for maintaining the chain of evidence and shall take such steps as necessary to accomplish that responsibility.

17.0 Transferring Pipe from Boat to Truck or Shore

17.1 Once ashore, Chevron shall transfer the pipe samples to an awaiting flatbed truck that they provided.

17.2 Chevron shall lift the pipe samples from the boat to the truck by a suitable method that does not cause mechanical damage to the pipe samples. The use of a spreader bar with soft slings is preferred. Mechanical contact with the fracture surfaces must be minimized.

17.3 The pipe samples shall be supported on wooden cribbing if they must be set down on the shore or other surfaces.

17.4 The pipe samples shall be supported on wooden cribbing on the truck then secured in place with soft straps to prevent mechanical damage to the pipe samples. The fracture surfaces and damaged ends of the pipe must not be allowed to contact other hard objects.

18.0 Evidence Receipt

18.1 SES shall provide a signed evidence receipt form with an inventory of all pipe, mud, and other collected samples to Chevron.

19.0 Transit to Warehouse

19.1 Chevron shall transport the pipe samples to the prearranged warehouse. SES will document the evidence transfer.

20.0 Storage

20.1 SES or their contractor shall offload the samples from the truck to the warehouse by methods that do not damage the samples.

20.2 Pipe samples shall be stored on wooden cribbing and protected from mechanical damage.

20.3 The fracture surfaces and ruptured areas shall be covered with soft padding, affixed in place.

20.4 SES shall insure that the samples are securely stored in the warehouse until Chevron instructs otherwise.

Chevron

Kerry A. Mire
Facilities Engineer Supervisor

Asset Development - GOM
Chevron N.A. Exploration and Production Co.
5750 Johnston St - 70503-5303
P.O. Box 69100 - 70596-9100
Lafayette, LA
Tel 337 989 3307
Fax 337 989 3357
KMire@chevron.com

October 17, 2006

U.S. Coast Guard & National Transportation Safety Board
315 South College Drive Suite 135
Lafayette, LA

Re: West Cote Blanche Bay Fire and Explosion of October 12, 2006
Offshore, Louisiana

Gentlemen:

Attached please find

1) A one page high-level timeline of events pertinent to the subject fire and explosion derived from information known to Chevron U.S.A. Inc. as of October 15, 2006.
2) One (1) plats and two (2) diagrams of the eight inch lateral pipeline from its point of origin in the subject field to its connection point and tie-in at a West Cote Blanche Bay Junction platform into the Chevron U.S.A. Inc. owned and operated Ivanhoe pipeline system. Pipe lengths, wall thickness, pipe grade, maximum allowable operating pressure and orientation are included in the plats and diagram above.
3) Cathodic protection measurements depicting levels of corrosion protection for the eight inch lateral pipeline.
4) Before and after pictures depicting Hurricane Rita damage & repair at the West Cote Blanche Bay Junction platform.
5) A "scope of work" for above mentioned repair.
6) A chart depicting the departing Gas Sales line pressure from the Vermilion Bay field around the time of the incident.
7) August 07, 1969 operating record showing pipeline operating at 1255 psig.
8) Pressure chart showing pipeline pressure at Vermilion Bay from August 18th to October 13th, 2006.
9) West Cote Blanche Bay 8" sales gas pipeline post Bay Junction repair leak test with calibration certificates.
10) Daily, monthly, and annual West Cote Blanche Bay sales gas volumes for 2006.

If there are questions about any of these documents, please call me at (337) 989-3307.

Sincerely,

[redacted] P.E.

Kerry Mire for

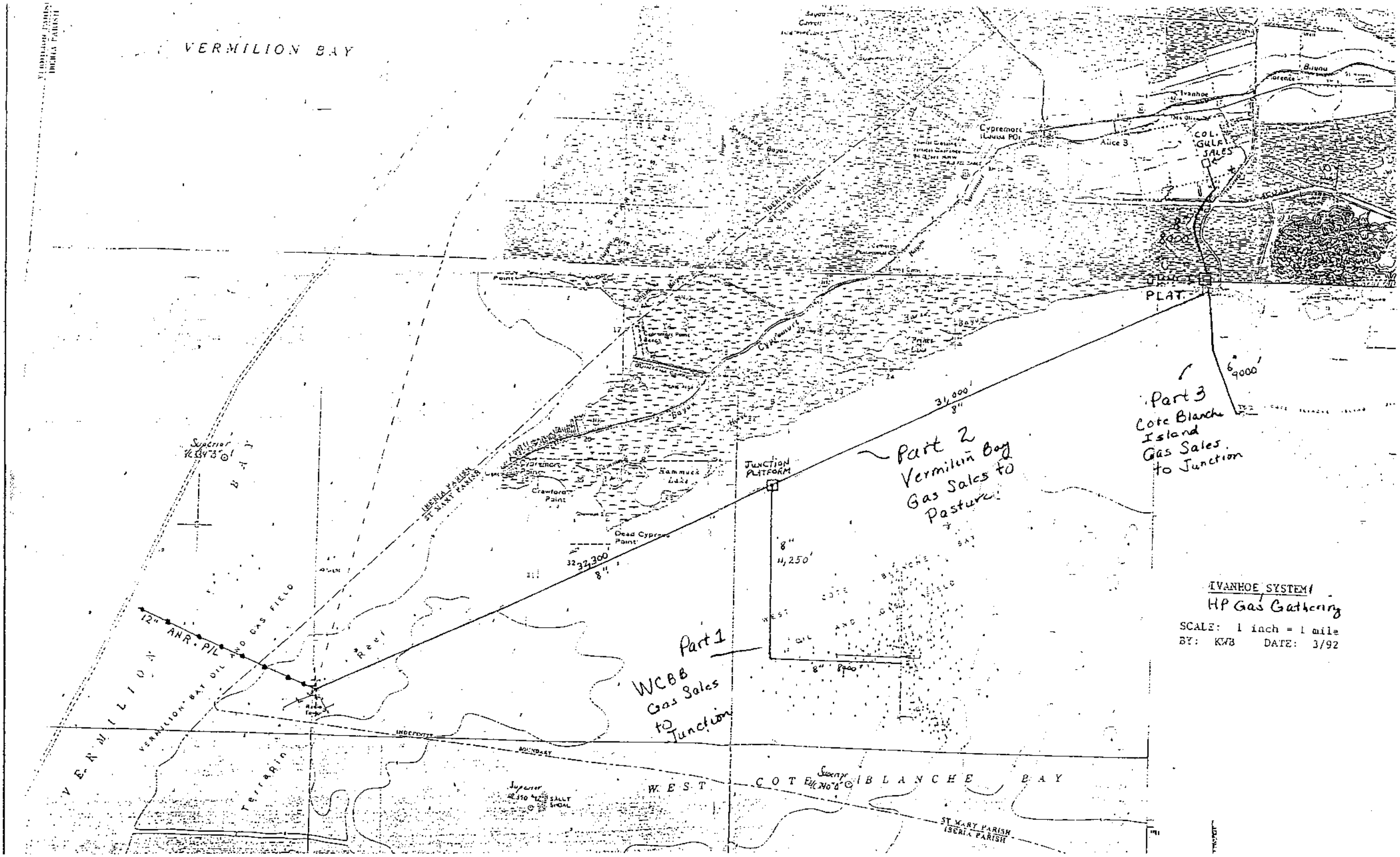
West Cote Blanche Spud Barge Incident

High Level Timeline: October 12, 2006

All times should be considered approximate.
The Vermilion Bay Gas Sales line and West Cote Blanche Bay 8" lateral are a part of the Ivanhoe Gas Gathering System.

Sequence of events:

1145 - Vermilion Bay Chevron field personnel received radio message on VHF Channel 6 of fire at West Cote Blanche Field
1155 - Crew boat M/V Mr. Wade departed the Vermilion Bay Tank Battery en-route to West Cote Blanche Field to assist at the scene of the fire (3 personnel on board M/V Mr. Wade – Louis Matthews, Broussard Brothers Barge Foreman, Larry Thompson, Broussard Brothers Roustabout and Don Hebert DC International Safety Specialist)
1200 - Crew boat M/V Miss Janet departed Vermilion Bay Tank Battery with 2 personnel on board to also assist at the scene of the fire. (Charles LaFleur, Chevron Operator and Benny Victoriano, Chevron Facility Representative)
1210 - Vermilion Bay Tank Battery shut-in, departing gas sales shut down valve closed upon activation of Pressure Safety Low. (confirmed by SCADA computer)
1220 ~ 1225 - M/V Mr. Wade and M/V Miss Janet arrived at scene of fire
1225 ~ 1255 - Personnel on crew boats saw tug M/V Miss Meagan, material barge with piles, and spud barge on fire. Personnel also noticed large gas bubble around spud on opposite side of crane. Fire on top of water engulfed spud barge near dog house opposite side of crane.
1255 - M/V Miss Janet departed from West Cote Blanche Field en-route to West Cote Junction Valve Platform
1305 – Arrived at Junction Platform and Chevron Production Operator (Charles LaFleur) closed 8" manual valve to isolate West Cote Blanche 8" lateral gas sales pipeline from Vermilion Bay Gas Sales Pipeline.
1310 – M/V Miss Janet departed Junction Platform en-route to Incident Scene
1320 – M/V Miss Janet arrived at Incident Scene and noticed gas fire on top of water was out.
1350 – All crewmen returned to Vermilion Bay Bunkhouse and held safety stand down meeting and discussed the spud barge incident. Reviewed spud barge safety procedures and crew members were told to call their family members to let them know they were alright and not involved in the fire.
1710 – Spud Barge BB3 contracted by Chevron arrived at the Junction Platform and disconnected the West Cote Blanche Gas Sales 8" lateral pipeline from Chevron's Vermilion Bay Gas Sales Pipeline and installed blind flanges.
1815 – Blind flange installation completed and Spud Barge BB3 departed the Junction Platform



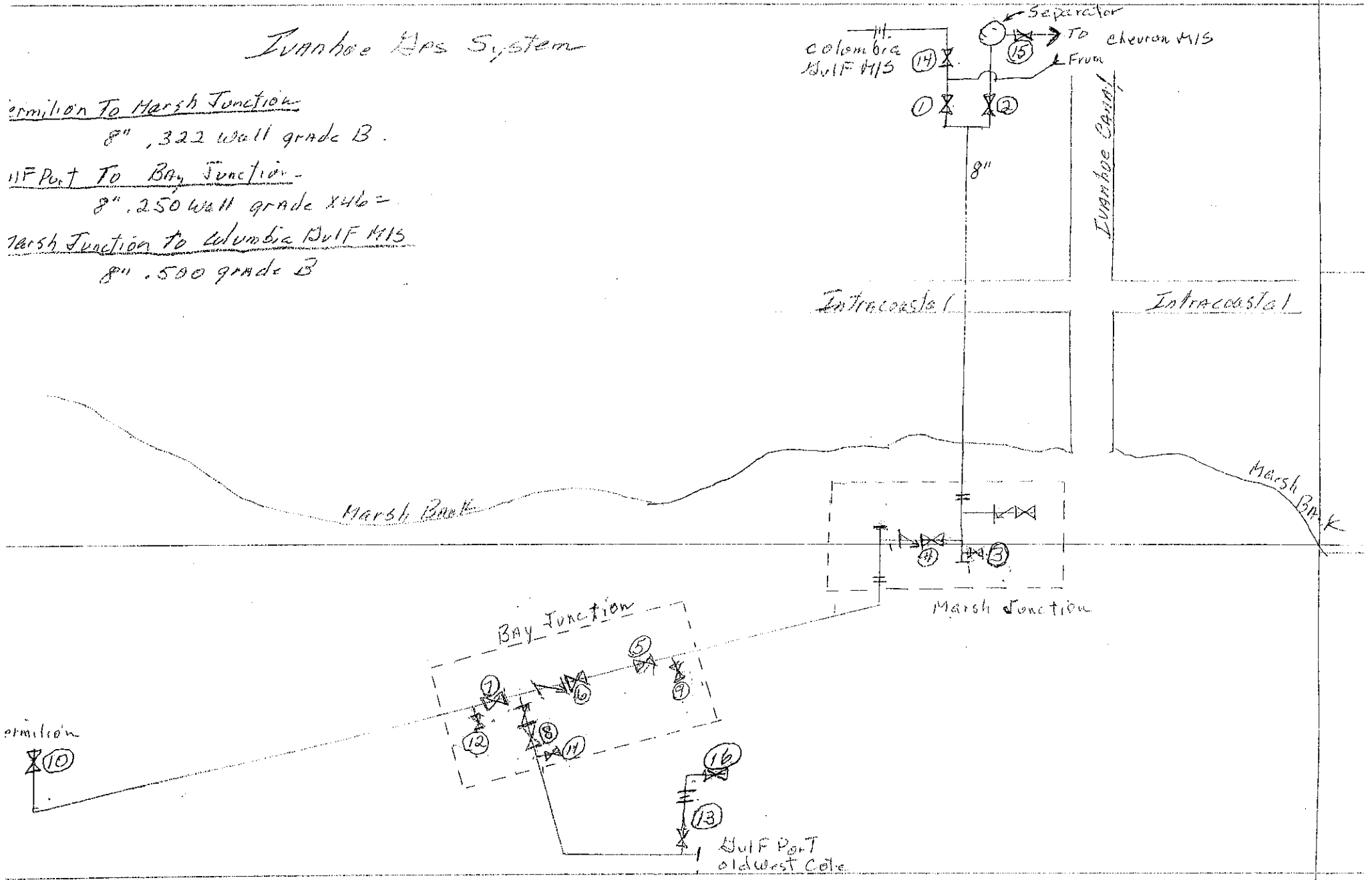
IVANHOE SYSTEM/
HP Gas Gathering
SCALE: 1 inch = 1 mile
BY: KWB DATE: 3/92

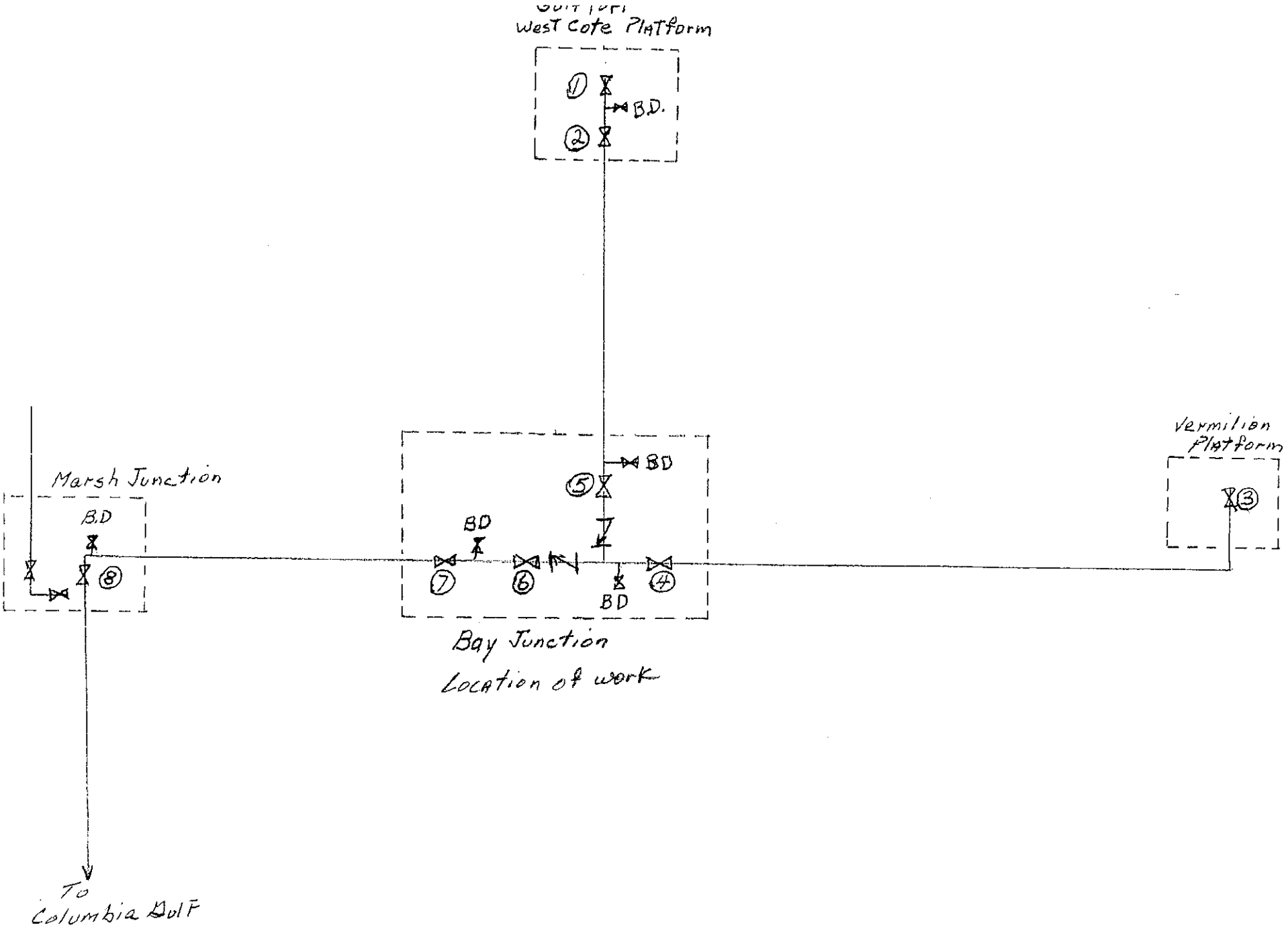
Ivanhoe Gas System

ermilion To Marsh Junction
8", .322 wall grade B.

IIF Port To Bay Junction -
8", .250 wall grade X46 =

Marsh Junction to Columbia Gulf M/S
8", .500 grade B




West Cote Platform
1
B.D.
2
Vermilion Platform
3
Marsh Junction
B.D
8
BD
7
6
BD
5
BD
4
BD
Bay Junction
Location of work
To Columbia Gulf

PIPELINE COMPLIANCE & PATROL FORM

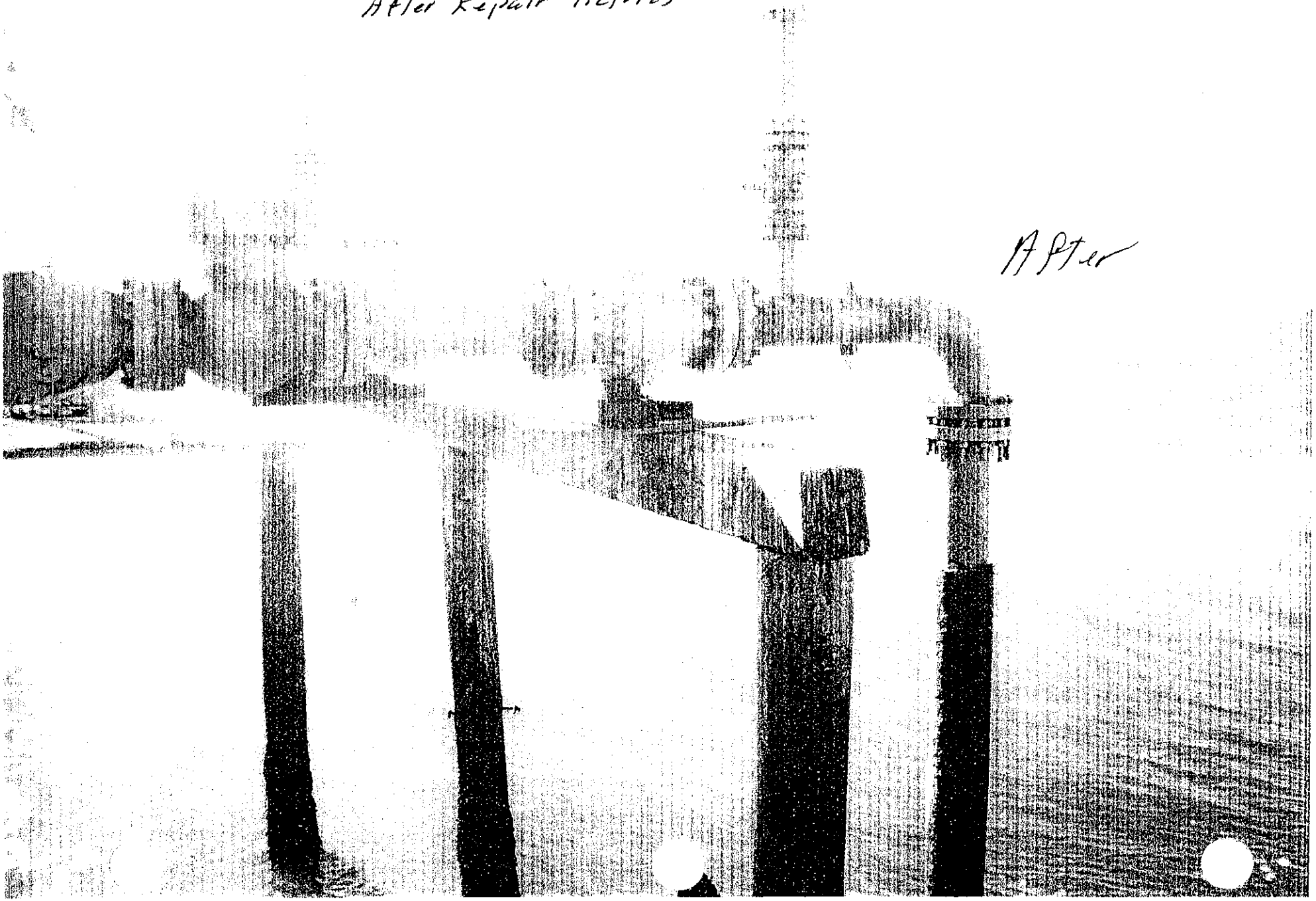
System IVANHOE
Inspector
Inspector
P/L Sup't

IVANHOE

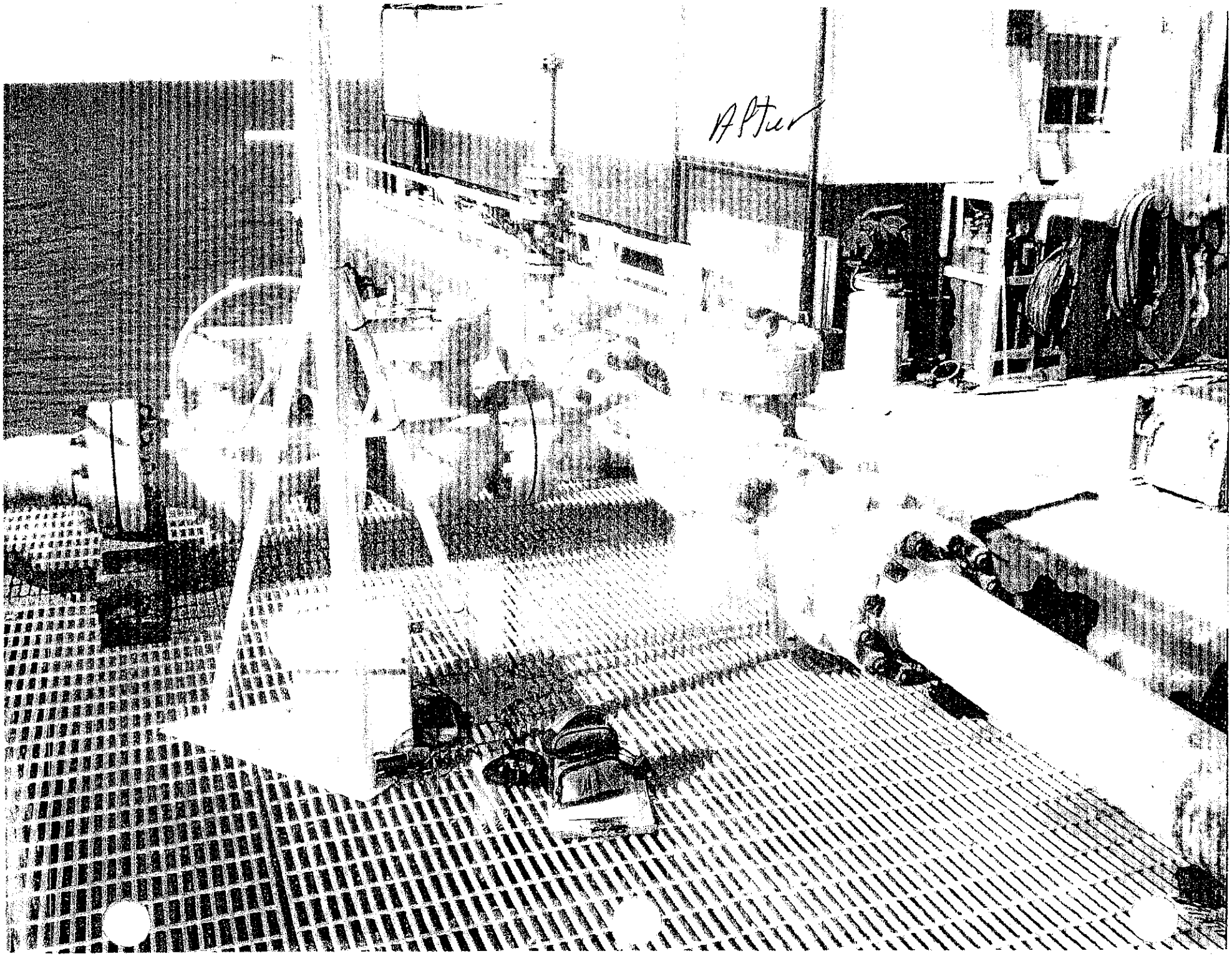
STATION/HIGHWAY NO	PRIOR P/S	P/S	C/S S/S	CASING LEAK *	CLASS III LEAK *	ATMOS CORR **	VALVE MAINT	ICC	RECT.	PIPELINE PATROL **	DATE	NAME	REMARKS
Per Company Procedure No.	465.0	465.0	465.0	465.0	706.1	481.0	745.0	477.0	465.0	705.0			
8" Line @ Columbia Gulf		-0.717				Note #1	G-400-H			Note #7	8/22/05	SR/CL	Note #2
Columbia Gulf Meter Station			-0.559							Good	8/22/05	SR/CL	
8" Line @ Vermilion Platform		-1.162				Note #3	G-400-H			Note #7	8/24/05	SR/CL	
Vermilion Platform			-0.985							Good	8/24/05	SR/CL	
ANR @ Vermilion Platform			-0.898							Good	8/24/05	SR/CL	
8" From Vermilion @ Bay Junction		-1.050				Note #4	G-400-H	Note #8		Note #7	8/24/05	SR/CL	
8" to Marsh @ Bay Junction		-1.407				Note #4	G-400-H			Good	8/24/05	SR/CL	
8" from West Cote @ Bay Junction		-1.323				Note #4	G-400-H	Note #9		Good	8/24/05	SR/CL	
8" from Bay Junction @ Marsh Junction		-1.214				Note #5	G-400-H			Note #7	8/24/05	SR/CL	
8" to Columbia Gulf @ Marsh Junction		-0.783				Note #5	G-400-H			Good	8/24/05	SR/CL	Note #2
6" from CB I @ Marsh Junction		-0.818						Note #10		Good	8/24/05	SR/CL	
8" Line @ West Cote Platform		-1.069				Note #6	G-400-H			Note #7	8/24/05	SR/CL	
West Cote Platform			-0.792							Good	8/24/05	SR/CL	
6" Line @ CBI (Swift)		-0.861								Good	8/24/05	SR/CL	
CBI Swift Platform			-0.711							Good	8/24/05	SR/CL	

*Sniffed or Note #; **Good or Note #

Be After Hurricane Before Repairs pictures
And
After Repair Pictures

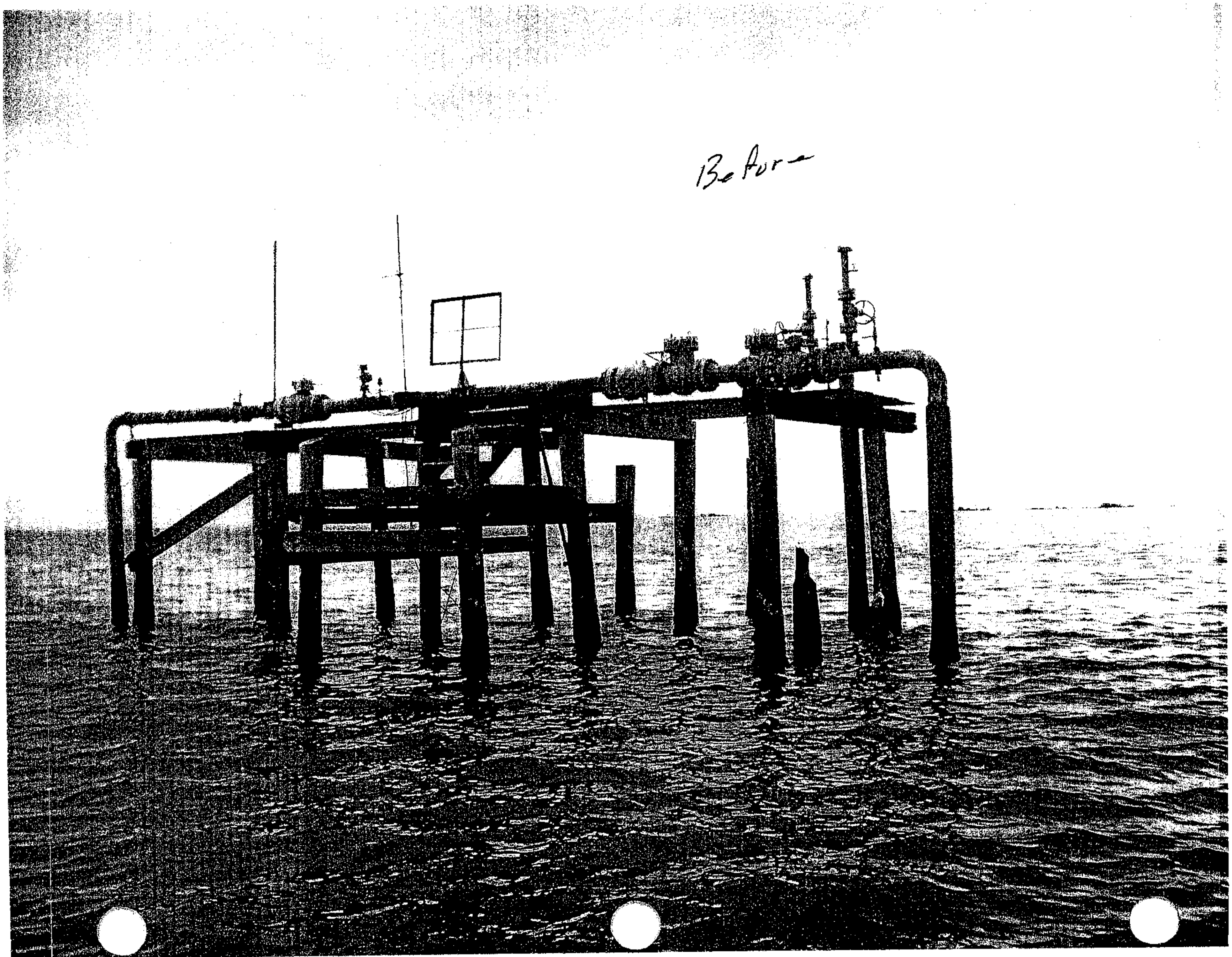


Peter


After

after

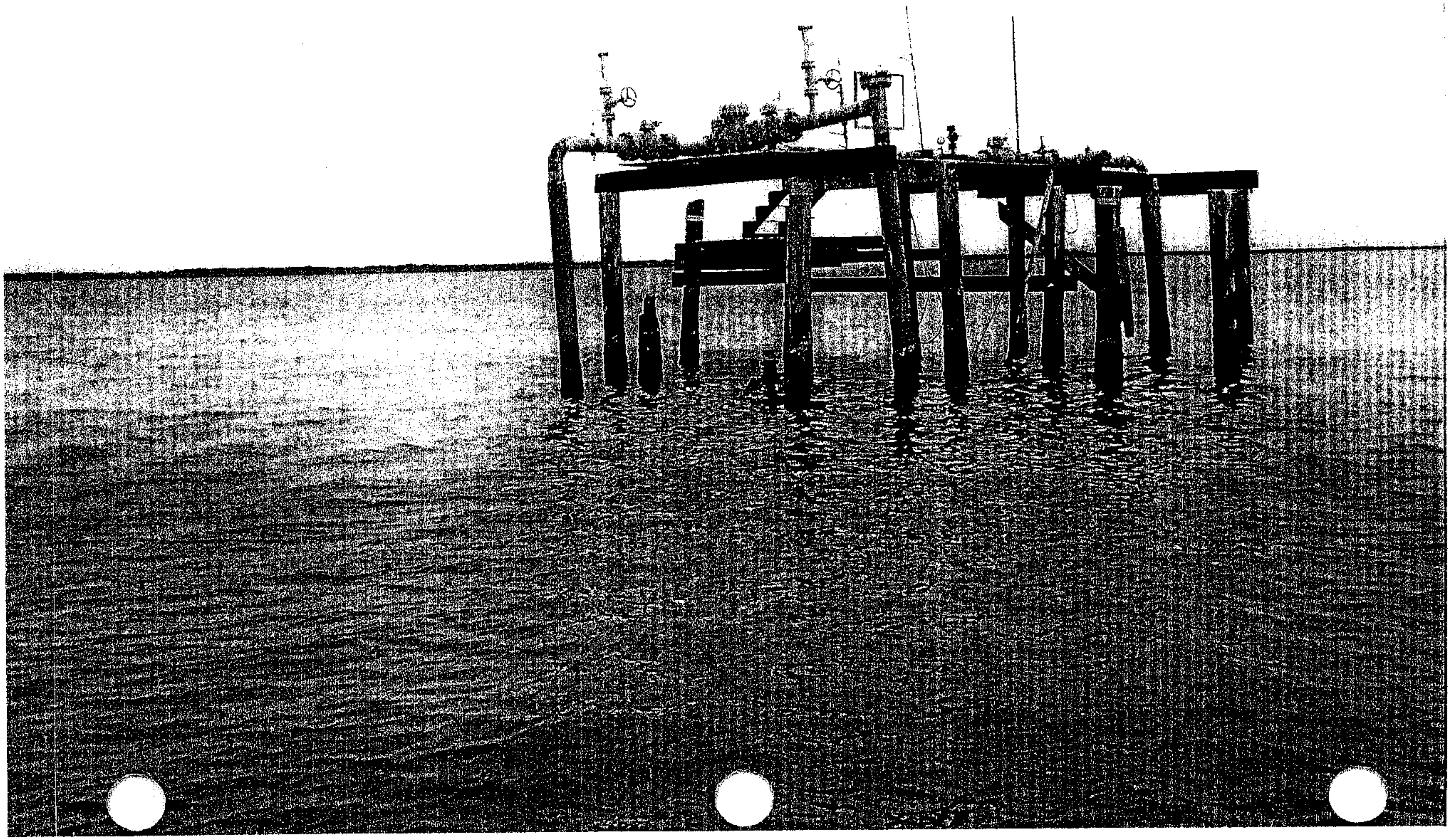
Before



Before

Be Pure

Before



Before

Before

JOB PROCEDURE

IVANHOE SYSTEM

LOCATION

BAY PLATFORM

SCOPE

Remove and replace all corroded pipe and valves on Ivanhoe system bay junction platform

PROCEDURE

1 System has been previously bleed down due to hurricane damage repairs from west cote and vermilion to marsh junction
2 Close and lock and tagged valves 1, 2, 3 and 8
3 Open valves 4, 5, 6, and 7
4 Open all blowdown valves to atmosphere
5 Cold cut piping to be removed
6 All open ended pipe to be plugged and a flange welded for final connections
7 After completion of work unlock all locked valves
8 Open valves 2 and close valve 5
9 Slowly open valve 1 and purge through blowdown valve at bay junction
10 Close bay junction blowdown and pressure up to line pressure
11 Close valve 6 and open valve 4
12 Open valve 5 slowly and purge through valve 3
13 Close valve3 and continue to pressure up line
14 Open valve 7
15 Slowly open valve 6 and purge through blowdown valve at marsh junction
16 Close marsh junction blowdown valve and pressure up pipeline
17 After entire system is pressured up , perform a two hour stand up test
18 Position all valves for normal operation

SAFETY ISSUES

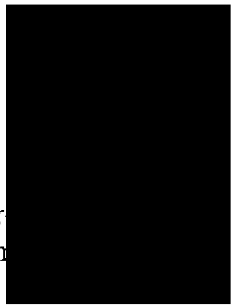
1 SPSA
2 JSA
3 Safety meeting
4 Safe / hot work permits
5 Gas detector – sniffing

VITAL RECORDS

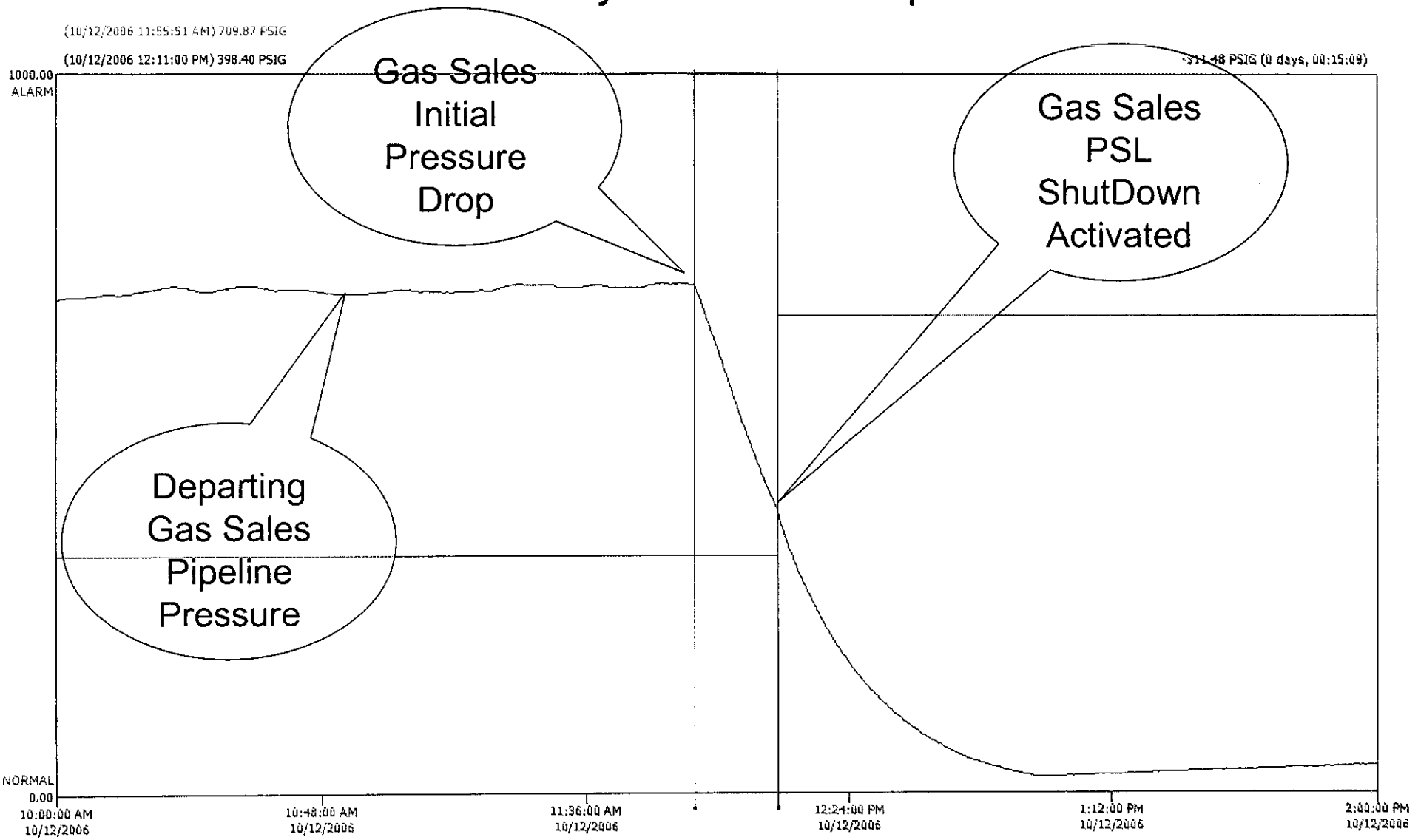
1 pipe nomenclature
2 hydro test papers
3 operator qualification papers
4 welders qualifications
5 welding procedures
6 X ray tests
7 X ray tech qualifications
8 Cpl-3
9 Standup test charts and instrument calibrations

COMMUNICATIONS

James Butler TSA field coord.
Mark Poches TSA field coord.
Howard Evans TSA field coord.
Jim Connell Chevron facility rep.
Tom Evans Chevron engineer
Benny Victoriano Chevron facility r
Charles Leveaire Vermilion platform
Royce Guidry Vermilion platform



Vermillion Bay Gas Sales Pipeline Chart



LAF575NT3INSQL1:VB_KAH0800_PI [Cyclic]

Name	Description	Server	Color	Units	Minimum	Maximum	IO Address	Time Offset
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VB_KAH08...	VRBAY Dep Gas P/L KAH-0800 PSL	LAF575NT3INSQL1		NORMAL|ALARM	-1.00	2.00	\\VRBAY-SCADA-00\VIEWITagname\VB_KAH0800_PSL	0:00:00.000

TEXACO INC.,,BOX 52332, HOUSTON, TEXAS 77052 DATE OF RUN 08/07/69 FORM-PO-1404A

METER CALCULATION

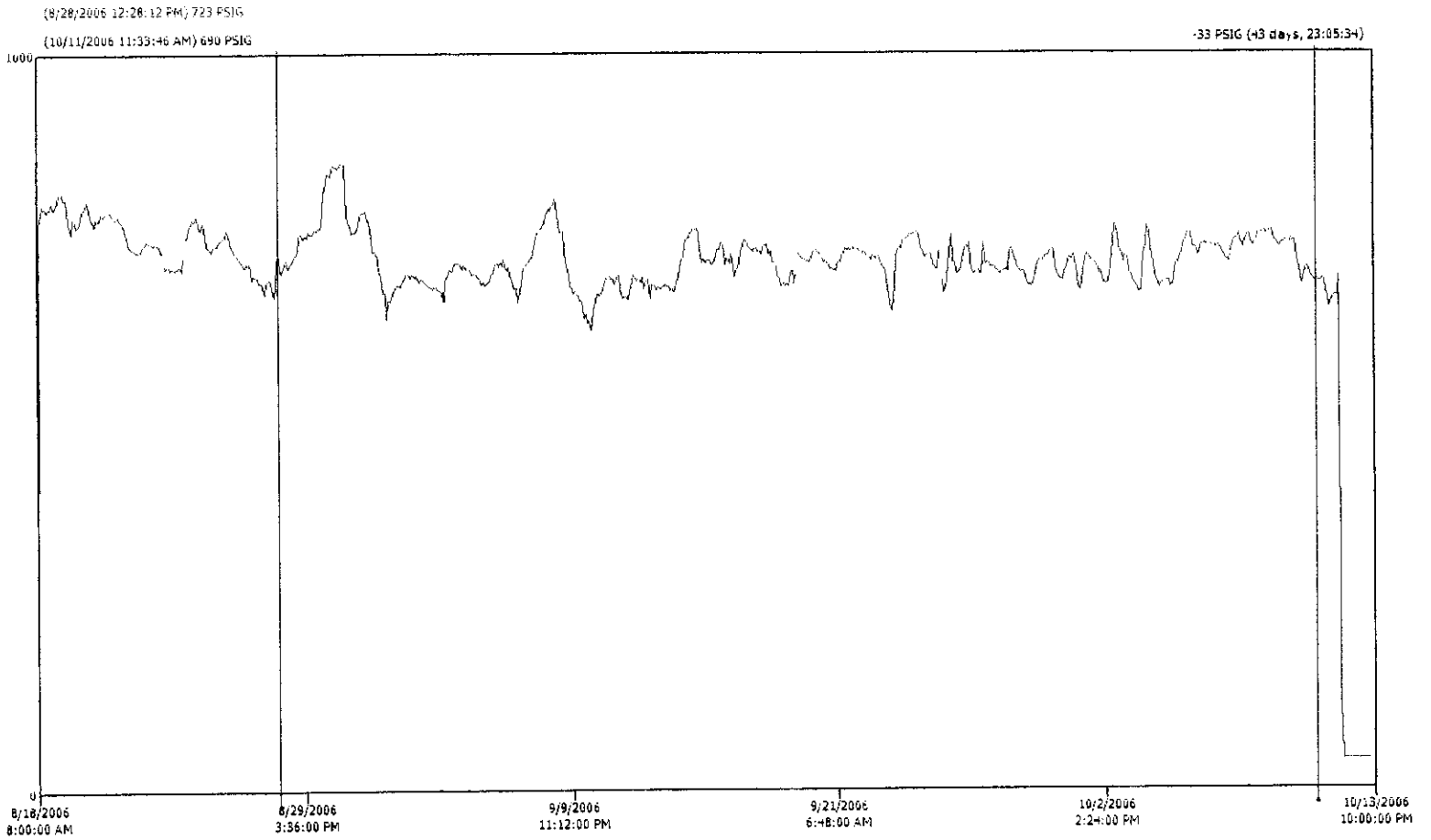
ER NO.	METER NAME	METER TYPE	TAP TYPE	ALLOC. UNIT	CHART TYPE	AGA	PRESSURE BASE FACTOR	TEMP. BASE FACTOR	AVG PRESS	DIF CODE	SPRING SIZE	HRS ROT
5- 62	MCRB MP SYST TO IVANHOE	5	3	1724000	0	3	0.9804	1.0000	0	1	1500	24

Y	VOLUME	TOTAL COEFF.		INTEGRATOR CONST	INTEGRATOR DIFF	PIPE SIZE	ORF DIA	GRAV- VITY	FLOW TEMP	STAT. PRES.	SUPER COMPR	AMBT TEMP	MANO- METER	REY- NOLDS	EXP- ANS	BTU/ MCF	MM BTUS
	3752	1692.5791	*	0.9296	2.385	6.0650	2.500	0.606	90.	1121.	1.0752	83.0	0.9976	1.0003	1.0000	0.0	0
	3748	1690.2256	*	0.9296	2.386	6.0650	2.500	0.606	89.	1069.	1.0726	83.0	0.9977	1.0003	1.0000	0.0	0
	3837	1687.5647	*	0.9296	2.446	6.0650	2.500	0.606	91.	1095.	1.0729	83.0	0.9976	1.0003	1.0000	0.0	0
	4404	1689.8687	*	0.9296	2.804	6.0650	2.500	0.606	92.	1147.	1.0755	83.0	0.9975	1.0003	1.0001	0.0	0
	4241	1707.7822	*	0.9296	2.672	6.0650	2.500	0.606	87.	1200.	1.0821	83.0	0.9974	1.0003	1.0000	0.0	0
	4261	1702.5903	*	0.9296	2.705	6.0650	2.500	0.606	88.	1173.	1.0797	83.0	0.9975	1.0003	1.0000	0.0	0
	4153	1694.5806	*	0.9296	2.637	6.0650	2.500	0.606	92.	1200.	1.0786	83.0	0.9974	1.0003	1.0000	0.0	0
	4221	1696.5935	*	0.9296	2.677	6.0650	2.500	0.606	93.	1255.	1.0810	83.0	0.9973	1.0003	1.0000	0.0	0
	4732	1694.8606	*	0.9296	3.004	6.0650	2.500	0.606	90.	1147.	1.0768	83.0	0.9975	1.0002	1.0001	0.0	0
	4431	1718.0352	*	0.9296	2.775	6.0650	2.500	0.606	83.	1200.	1.0846	83.0	0.9974	1.0003	1.0000	0.0	0
	4316	1713.3008	*	0.9296	2.710	6.0650	2.500	0.606	85.	1200.	1.0836	83.0	0.9974	1.0003	1.0000	0.0	0
	3343	1657.6899	*	0.9296	2.170	6.0650	2.500	0.606	108.	1227.	1.0704	83.0	0.9973	1.0003	1.0000	0.0	0
	2801	1641.2441	*	0.9296	1.836	6.0650	2.500	0.606	116.	1255.	1.0672	83.0	0.9973	1.0004	1.0000	0.0	0
	2758	1642.2024	*	0.9296	1.807	6.0650	2.500	0.606	114.	1200.	1.0658	83.0	0.9974	1.0004	1.0000	0.0	0
	3813	1680.5310	*	0.9296	2.441	6.0650	2.500	0.606	92.	1044.	1.0692	83.0	0.9978	1.0003	1.0001	0.0	0
	5416	1710.7422	*	0.9296	3.722	6.0650	2.500	0.606	85.	1173.	1.0819	83.0	0.9975	1.0002	1.0001	0.0	0
	4013	1713.4956	*	0.9296	2.520	6.0650	2.500	0.606	84.	1173.	1.0826	83.0	0.9975	1.0003	1.0000	0.0	0
	3639	1720.9534	*	0.9296	2.275	6.0650	2.500	0.606	82.	1200.	1.0854	83.0	0.9974	1.0003	1.0000	0.0	0
	3592	1716.0927	*	0.9296	2.252	6.0650	2.500	0.606	84.	1200.	1.0843	83.0	0.9974	1.0003	1.0000	0.0	0
	3594	1708.1694	*	0.9296	2.264	6.0650	2.500	0.606	86.	1173.	1.0812	83.0	0.9975	1.0003	1.0000	0.0	0
	3736	1713.3503	*	0.9296	2.346	6.0650	2.500	0.606	85.	1200.	1.0836	83.0	0.9974	1.0003	1.0000	0.0	0
	3622	1705.3262	*	0.9296	2.285	6.0650	2.500	0.606	87.	1173.	1.0804	83.0	0.9975	1.0003	1.0000	0.0	0
	4041	1702.9312	*	0.9296	2.553	6.0650	2.500	0.606	86.	1121.	1.0778	83.0	0.9976	1.0003	1.0000	0.0	0
	3735	1705.6350	*	0.9296	2.356	6.0650	2.500	0.606	85.	1121.	1.0785	83.0	0.9976	1.0003	1.0000	0.0	0
	3504	1700.2991	*	0.9296	2.268	6.0650	2.500	0.606	87.	1121.	1.0771	83.0	0.9976	1.0003	1.0000	0.0	0
	2683	1700.2864	*	0.9296	1.698	6.0650	2.500	0.606	88.	1147.	1.0781	83.0	0.9975	1.0004	1.0000	0.0	0
	2510	1702.8528	*	0.9296	1.586	6.0650	2.500	0.606	89.	1173.	1.0797	83.0	0.9975	1.0005	1.0000	0.0	0
	2971	1708.2607	*	0.9296	1.871	6.0650	2.500	0.606	85.	1147.	1.0802	83.0	0.9975	1.0004	1.0000	0.0	0
	3207	1710.9006	*	0.9296	2.017	6.0650	2.500	0.606	84.	1147.	1.0809	83.0	0.9975	1.0004	1.0000	0.0	0
	3996	1713.0234	*	0.9296	2.510	6.0650	2.500	0.606	82.	1121.	1.0802	83.0	0.9976	1.0003	1.0000	0.0	0
	3255	1700.3423	*	0.9296	2.060	6.0650	2.500	0.606	87.	1121.	1.0771	83.0	0.9976	1.0003	1.0000	0.0	0

TAL MCF 116927.

MM
TOTAL BTUS 0.

VRBAY_KAH0800_20060818_to_20061013



LAF575NT3INSQL1:VB_KAH0800_PI [Cyclic]

Tag Name	Description	Server	Color	Units	Minimum	Maximum	IO Address	Time Offset
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10/14/2006 5:03:17 PM

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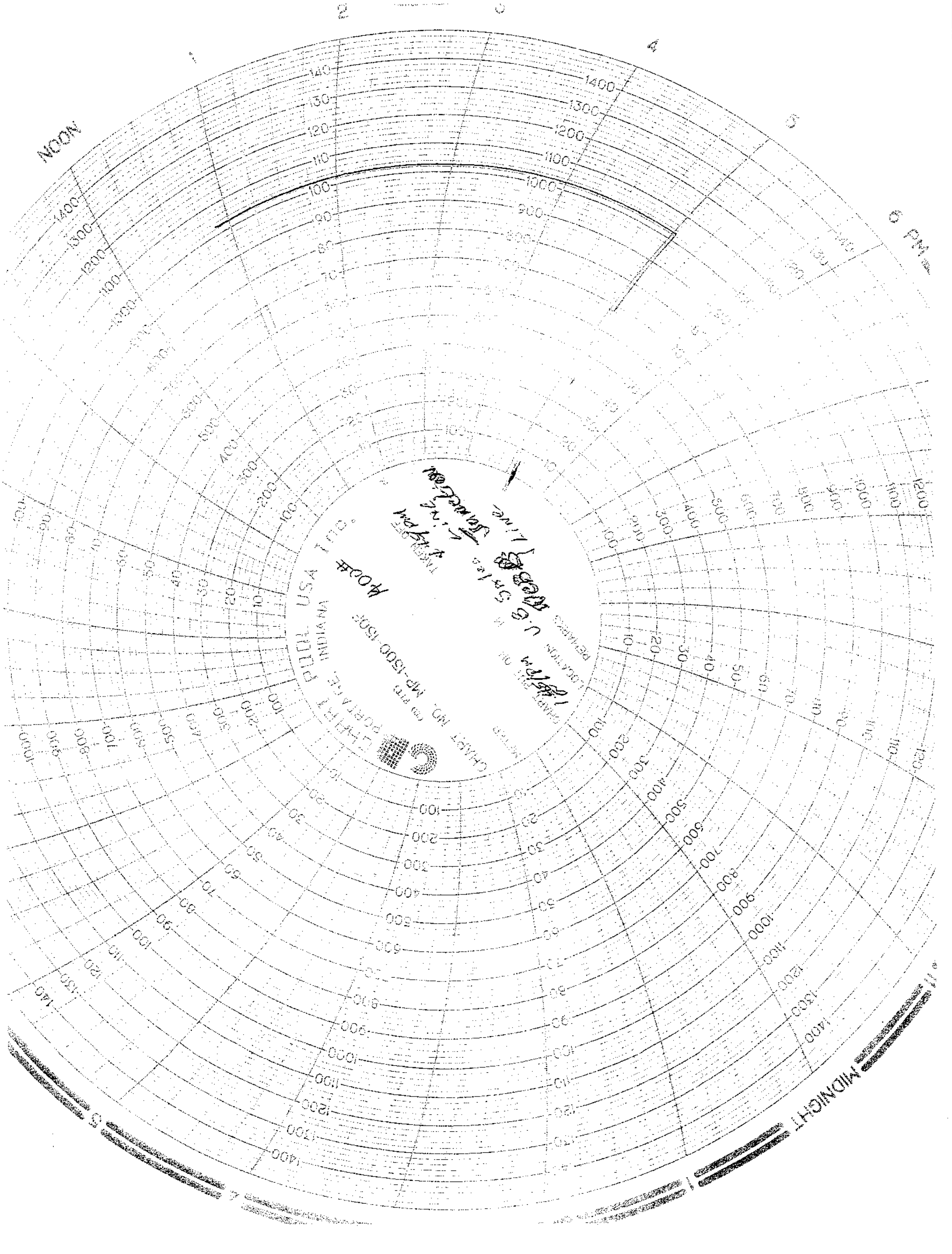
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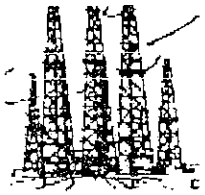


DOWN HOLE PRESSURE, INC.
INSTRUMENT RENTALS & REPAIRS

Phone (337) 837-2755
Fax (337) 837-2756

P.O. Box 497
408 N. Eola Rd.
Broussard, LA. 70518

Surface Gauges
Dead Weight Testers
Barton Recorders
Vaetrix Gauge 1
5, 10, & 20,000 PSI

Sub Surface Gauges
Electronic & Mechanical
0-25,000 PSI Ranges
Temperatrue Gauges
0-450 Degrees F.

CALIBRATION CERTIFICATE

BARTON METER

SERIAL NUMBER 242E-57224 PRESSURE RANGE 1,500 PSI

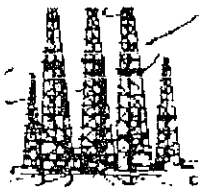
Calibrated in Vertical Position Temperature 75 F.

This is to certify that this instrument has been inspected and tested against Pressure Standard Chandler Engineering Dead Weight Tester Model # 58-200H, Serial # 16210 traceable to the National Institute of Standards and Technology, (NIST) Reference # 822/256610 (105), Calibrated (03/11/2005). Calibration Certification No. 030502. Certified Deadweight S/N 14626. The calibration systems conforms to the requirements of MIL-STD. 45662 as ISO-9000 procedures. Procedure #MT-P-142.

Special Conditions: _____

DATE OF CALIBRATION 1/16/2006 TECHNICIAN NATHAN HEBERT

[redacted]



DOWN
HOLE
PRESSURE, INC.
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P.O. Box 497
408 N. Eola Rd.
Broussard, LA. 70518

Surface Gauges
Dead Weight Testers
Barton Recorders
Vaetrix Gauge 1
5, 10, & 20,000 PSI

Sub Surface Gauges
Electronic & Mechanical
0-25,000 PSI Ranges
Temperatrue Gauges
0-450 Degrees F.

TEMPERATURE CALIBRATION CERTIFICATE

TEMPERATURE RECORDER

SERIAL NUMBER 242E-57224 RANGE 0 TO 150 DEG.F

Calibrated in Vertical Position

This is to certify that this instrument has been inspected and tested against Digital Thermometer No.470589. Calibrated (03/08/05). Traceable to the National Institute of Standards & Technology (NIST)#1005012032. Digital thermometer was calibrated with water bath 2032, with accuracy of +/- 0.3 degrees F.

Special Conditions: _____

DATE OF CALIBRATION 1/16/2006 TECHNICIAN NATHAN HEBERT

[redacted]

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Jan-06							
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV	TOTAL
1		0	0	0	0	0	0	0
2		0	0	0	0	0	0	0
3		0	0	0	0	0	0	0
4		0	0	0	0	0	0	0
5		0	0	0	0	0	0	0
6		0	0	0	0	0	0	0
7		0	0	0	0	0	0	0
8		0	0	0	0	0	0	0
9		0	0	0	0	0	0	0
10		0	0	0	0	0	0	0
11		0	0	0	0	0	0	0
12		0	0	0	0	0	0	0
13		0	0	0	0	0	0	0
14		0	0	0	0	0	0	0
15		0	0	0	0	0	0	0
16		0	0	0	0	0	0	0
17		0	0	0	0	0	0	0
18		0	0	0	0	0	0	0
19		0	0	0	0	0	0	0
20		0	0	0	0	0	0	0
21		0	0	0	0	0	0	0
22		0	0	0	0	0	0	0
23		0	0	0	0	0	0	0
24		0	0	0	0	0	0	0
25		0	0	0	0	0	0	0
26		0	0	0	0	0	0	0
27		0	0	0	0	0	0	0
28		0	0	0	0	0	0	0
29		0	0	0	0	0	0	0
30		0	0	0	0	0	0	0
31		0	0	0	0	0	0	0
	0	0	0		0		GAS SOLD CHEV	0

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Feb-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	0	0	0	0
2		0	0	0	0	0	0	0
3		0	0	0	0	0	0	0
4		0	0	0	0	0	0	0
5		0	0	0	0	0	0	0
6		0	0	0	0	0	0	0
7		0	0	0	0	0	0	0
8		0	0	0	0	0	0	0
9		0	0	0	0	0	0	0
10		0	0	0	0	0	0	0
11		0	0	0	0	0	0	0
12		0	0	0	0	0	0	0
13		0	0	0	0	0	0	0
14		0	0	0	0	0	0	0
15		0	0	0	0	0	0	0
16		0	0	0	0	0	0	0
17		0	0	0	0	0	0	0
18		0	0	0	0	0	0	0
19		0	0	0	0	0	0	0
20		0	0	0	0	0	0	0
21		0	0	0	0	0	0	0
22		0	0	0	1418	1418	1418	1418
23					2568	3986	2568	3986
24					926	4912	926	4912
25					1259	6171	1259	6171
26					1396	7567	1396	7567
27					1257	8824	1257	8824
28					1242	10066	1242	1242
	0	0	0		10066		GAS SOLD CHEV	10066
	E-MAIL DAILY TO: vhca@chevron.com & agde@chevron.com					VANETTA'S PHONE: 989-3428		

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Mar-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	845	845	845	845
2		0	0	0	977	1822	977	1822
3		0	0	0	1237	3059	1237	3059
4		0	0	0	309	3368	309	3368
5		0	0	0	77	3445	77	3445
6		0	0	0	151	3596	151	3596
7		0	0	0	606	4202	606	4202
8		0	0	0	1283	5485	1283	5485
9		0	0	0	1274	6759	1274	6759
10		0	0	0	1224	7983	1224	7983
11		0	0	0	1210	9193	1210	9193
12		0	0	0	1247	10440	1247	10440
13		0	0	0	1396	11836	1396	11836
14		0	0	0	1464	13300	1464	13300
15		0	0	0	1443	14743	1443	14743
16		0	0	0	1569	16312	1569	16312
17		0	0	0	1467	17779	1467	17779
18		0	0	0	1287	19066	1287	19066
19		0	0	0	1272	20338	1272	20338
20		0	0	0	919	21257	919	21257
21		0	0	0	1158	22415	1158	22415
22		0	0	0	1155	23570	1155	23570
23		0	0	0	1208	24778	1208	24778
24		0	0	0	1588	26366	1588	26366
25		0	0	0	1350	27716	1350	27716
26		0	0	0	785	28501	785	28501
27		0	0	0	1502	30003	1502	30003
28		0	0	0	2281	32284	2281	32284
29		0	0	0	867	33151	867	33151
30		0	0	0	0	33151	0	33151
31		0	0	0	0	33151	0	33151
	0	**0**	**0**		**33151**		**GAS SOLD CHEV**	**33151**
	E-MAIL DAILY TO: **vhca@chevron.com & agde@chevron.com**				**VANETTA'S PHONE: 989-3428**			

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Apr-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	0	0	0	0
2		0	0	0	0	0	0	0
3		0	0	0	0	0	0	0
4		0	0	0	0	0	0	0
5		0	0	0	0	0	0	0
6		0	0	0	0	0	0	0
7		0	0	0	0	0	0	0
8		0	0	0	0	0	0	0
9		0	0	0	0	0	0	0
10		0	0	0	0	0	0	0
11		0	0	0	0	0	0	0
12		0	0	0	0	0	0	0
13		0	0	0	0	0	0	0
14		0	0	0	0	0	0	0
15		0	0	0	0	0	0	0
16		0	0	0	0	0	0	0
17		0	0	0	0	0	0	0
18		0	0	0	0	0	0	0
19		0	0	0	0	0	0	0
20		0	0	0	0	0	0	0
21		0	0	0	0	0	0	0
22		0	0	0	0	0	0	0
23		0	0	0	0	0	0	0
24		0	0	0	0	0	0	0
25		0	0	0	0	0	0	0
26		0	0	0	0	0	0	0
27		0	0	0	0	0	0	0
28		0	0	0	0	0	0	0
29					1457	1457	1457	1457
30					0	1457	0	
					0	1457	0	
	0	0	0		1457		GAS SOLD CHEV	1457
	E-MAIL DAILY TO: MBayard@chevrontexaco.com **& agde@chevron.com**							

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	May-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	1283	1283	1283	1283
2		0	0	0	1283	2566	1283	2566
3		0	0	0	2460	5026	2460	5026
4		0	0	0	2920	7946	2920	7946
5		0	0	0	1934	9880	1934	9880
6		0	0	0	1770	11650	1770	11650
7		0	0	0	1813	13463	1813	13463
8		0	0	0	1995	15458	1995	15458
9		0	0	0	832	16290	832	16290
10		0	0	0	1008	17298	1008	17298
11		0	0	0	846	18144	846	18144
12		0	0	0	885	19029	885	19029
13		0	0	0	985	20014	985	20014
14		0	0	0	1444	21458	1444	21458
15		0	0	0	1492	22950	1492	22950
16		0	0	0	1176	24126	1176	24126
17		0	0	0	1443	25569	1443	25569
18		0	0	0	1390	26959	1390	26959
19		0	0	0	1190	28149	1190	28149
20		0	0	0	1209	29358	1209	29358
21		0	0	0	627	29985	627	29985
22		0	0	0	1087	31072	1087	31072
23		0	0	0	1336	32408	1336	32408
24		0	0	0	1062	33470	1062	33470
25		0	0	0	1521	34991	1521	34991
26		0	0	0	994	35985	994	35985
27		0	0	0	674	36659	674	36659
28		0	0	0	782	37441	782	37441
29		0	0	0	1057	38498	1057	38498
30		0	0	0	952	39450	952	39450
31		0	0	0	1280	40730	1280	40730
	0	**0**	**0**		**40730**		**GAS SOLD CHEV**	**40730**
	E-MAIL DAILY TO: **MBayard@chevron.com & agde@chevron.com**							

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Jun-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	854	854	854	854
2		0	0	0	1053	1907	1053	1907
3		0	0	0	1018	2925	1018	2925
4		0	0	0	1048	3973	1048	3973
5		0	0	0	1009	4982	1009	4982
6		0	0	0	971	5953	971	5953
7		0	0	0	823	6776	823	6776
8		0	0	0	1155	7931	1155	7931
9		0	0	0	1427	9358	1427	9358
10		0	0	0	1323	10681	1323	10681
11		0	0	0	1581	12262	1581	12262
12		0	0	0	1378	13640	1378	13640
13		0	0	0	1517	15157	1517	15157
14		0	0	0	1543	16700	1543	16700
15		0	0	0	1548	18248	1548	18248
16		0	0	0	1530	19778	1530	19778
17		0	0	0	1655	21433	1655	21433
18		0	0	0	1613	23046	1613	23046
19		0	0	0	1544	24590	1544	24590
20		0	0	0	1767	26357	1767	26357
21		0	0	0	2117	28474	2117	28474
22		0	0	0	2114	30588	2114	30588
23		0	0	0	2100	32688	2100	32688
24		0	0	0	1928	34616	1928	34616
25		0	0	0	2229	36845	2229	36845
26		0	0	0	2127	38972	2127	38972
27		0	0	0	2238	41210	2238	41210
28		0	0	0	2359	43569	2359	43569
29					2456	46025		46025
30					2464	48489		48489
	0	0	0		48489		GAS SOLD CHEV	48489
	E-MAIL DAILY TO: **MBayard@chevron.com & agde@chevron.com**							

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Jul-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	2404	2404	2404	2404
2		0	0	0	2485	4889	2485	4889
3		0	0	0	2202	7091	2202	7091
4		0	0	0	4497	11588	4497	11588
5		0	0	0	2173	13761	2173	13761
6		0	0	0	2074	15835	2074	15835
7		0	0	0	2147	17982	2147	17982
8		0	0	0	2441	20423	2441	20423
9		0	0	0	2327	22750	2327	22750
10		0	0	0	2387	25137	2387	25137
11		0	0	0	2498	27635	2498	27635
12		0	0	0	2343	29978	2343	29978
13		0	0	0	2384	32362	2384	32362
14		0	0	0	4701	37063	4701	37063
15		0	0	0	4742	41805	4742	41805
16		0	0	0	4783	46588	4783	46588
17		0	0	0	5030	51618	5030	51618
18		0	0	0	5129	56747	5129	56747
19		0	0	0	4955	61702	4955	61702
20		0	0	0	4825	66527	4825	66527
21		0	0	0	4842	71369	4842	71369
22		0	0	0	4846	76215	4846	76215
23		0	0	0	4783	80998	4783	80998
24		0	0	0	4679	85677	4679	85677
25		0	0	0	2584	88261	2584	88261
26		0	0	0	3827	92088	3827	92088
27		0	0	0	4301	96389	4301	96389
28		0	0	0	4084	100473	4084	100473
29					4477	104950	4477	104950
30					4504	109454	4504	109454
31					4826		4826	
	0	**0**	**0**		**114280**		**GAS SOLD CHEV**	**114280**
	E-MAIL DAILY TO: **MBayard@chevron.com & agde@chevron.com**							

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Aug-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	4615	4615	4615	4615
2		0	0	0	4537	9152	4537	9152
3		0	0	0	4737	13889	4737	13889
4		0	0	0	4366	18255	4366	18255
5		0	0	0	4162	22417	4162	22417
6		0	0	0	4217	26634	4217	26634
7		0	0	0	4291	30925	4291	30925
8		0	0	0	5821	36746	5821	36746
9		0	0	0	6467	43213	6467	43213
10		0	0	0	4792	48005	4792	48005
11		0	0	0	5515	53520	5515	53520
12		0	0	0	5301	58821	5301	58821
13		0	0	0	4830	63651	4830	63651
14		0	0	0	5417	69068	5417	69068
15		0	0	0	4433	73501	4433	73501
16		0	0	0	5116	78617	5116	78617
17		0	0	0	4871	83488	4871	83488
18		0	0	0	5119	88607	5119	88607
19		0	0	0	4993	93600	4993	93600
20		0	0	0	4993	98593	4993	98593
21		0	0	0	4020	102613	4020	102613
22		0	0	0	4014	106627	4014	106627
23		0	0	0	4421	111048	4421	111048
24		0	0	0	4467	115515	4467	115515
25		0	0	0	4616	120131	4616	120131
26		0	0	0	5355	125486	5355	125486
27		0	0	0	4905	130391	4905	130391
28		0	0	0	4940	135331	4940	135331
29		0	0	0	4756	140087	4756	140087
30		0	0	0	4686	144773	4686	144773
31		0	0	0	4594	149367	4594	149367
	0	**0**	**0**	0	**149367**		**GAS SOLD CHEV**	**149367**
	E-MAIL DAILY TO: **MBayard@chevron.com & agde@chevron.com**							

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Sep-06							
DATE	MCF CH MAKEUP 210	MCF GPT HPG 206	MCF SUB TOTAL	MCF TOTAL	MCF GP SALES TO IVAN 209	MCF TOTAL	MCF GAS SOLD CHEV.	MCF TOTAL
1		0	0	0	4227	4227	4227	4227
2		0	0	0	4159	8386	4159	8386
3		0	0	0	4677	13063	4677	13063
4		0	0	0	4676	17739	4676	17739
5		0	0	0	4969	22708	4969	22708
6		0	0	0	5011	27719	5011	27719
7		0	0	0	5089	32808	5089	32808
8		0	0	0	5091	37899	5091	37899
9		0	0	0	5001	42900	5001	42900
10		0	0	0	5354	48254	5354	48254
11		0	0	0	5385	53639	5385	53639
12		0	0	0	5356	58995	5356	58995
13		0	0	0	5437	64432	5437	64432
14		0	0	0	6104	70536	6104	70536
15		0	0	0	2428	72964	2428	72964
16		0	0	0	2623	75587	2623	75587
17		0	0	0	4064	79651	4064	79651
18		0	0	0	4906	84557	4906	84557
19		0	0	0	5082	89639	5082	89639
20		0	0	0	4941	94580	4941	94580
21		0	0	0	4815	99395	4815	99395
22		0	0	0	4870	104265	4870	104265
23		0	0	0	4735	109000	4735	109000
24		0	0	0	4702	113702	4702	113702
25		0	0	0	5104	118806	5104	118806
26		0	0	0	4926	123732	4926	123732
27		0	0	0	5232	128964	5232	128964
28		0	0	0	4463	133427	4463	133427
29		0	0	0	4050	137477	4050	137477
30		0	0	0	3977	141454	3977	141454
	0	0	0		141454		GAS SOLD CHEV	141454

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Oct-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	4566	4566	4566	4566
2		0	0	0	1798	6364	1798	6364
3		0	0	0	1010	7374	1010	7374
4		0	0	0	2973	10347	2973	10347
5		0	0	0	3975	14322	3975	14322
6		0	0	0	4078	18400	4078	18400
7		0	0	0	4038	22438	4038	22438
8		0	0	0	2960	25398	2960	25398
9		0	0	0	2205	27603	2205	27603
10		0	0	0	0	27603	0	27603
11		0	0	0	0	27603	0	27603
12		0	0	0	0	27603	0	27603
13		0	0	0	0	27603	0	27603
14		0	0	0	0	27603	0	27603
15		0	0	0	0	27603	0	27603
16		0	0	0	0	27603	0	27603
17		0	0	0	0	27603	0	27603
18		0	0	0	0	27603	0	27603
19		0	0	0	0	27603	0	27603
20		0	0	0	0	27603	0	27603
21		0	0	0	0	27603	0	27603
22		0	0	0	0	27603	0	27603
23		0	0	0	0	27603	0	27603
24		0	0	0	0	27603	0	27603
25		0	0	0	0	27603	0	27603
26		0	0	0	0	27603	0	27603
27		0	0	0	0	27603	0	27603
28		0	0	0	0	27603	0	27603
29								
30								
31								
	0	0	0		27603		GAS SOLD CHEV	27603

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Nov-06							
	MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE	CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV.	TOTAL
1		0	0	0	0	0	0	0
2		0	0	0	0	0	0	0
3		0	0	0	0	0	0	0
4		0	0	0	0	0	0	0
5		0	0	0	0	0	0	0
6		0	0	0	0	0	0	0
7		0	0	0	0	0	0	0
8		0	0	0	0	0	0	0
9		0	0	0	0	0	0	0
10		0	0	0	0	0	0	0
11		0	0	0	0	0	0	0
12		0	0	0	0	0	0	0
13		0	0	0	0	0	0	0
14		0	0	0	0	0	0	0
15		0	0	0	0	0	0	0
16		0	0	0	0	0	0	0
17		0	0	0	0	0	0	0
18		0	0	0	0	0	0	0
19		0	0	0	0	0	0	0
20		0	0	0	0	0	0	0
21		0	0	0	0	0	0	0
22		0	0	0	0	0	0	0
23		0	0	0	0	0	0	0
24		0	0	0	0	0	0	0
25		0	0	0	0	0	0	0
26		0	0	0	0	0	0	0
27		0	0	0	0	0	0	0
28		0	0	0	0	0	0	0
29								
30								
	0	0	0		0		GAS SOLD CHEV	0

GULFPORT GAS SALES/ACQUISITIONS W/CHEVRON

MONTH	Dec-06							
DATE	MCF CH MAKEUP 210	MCF GPT HPG 206	MCF SUB TOTAL	MCF TOTAL	MCF GP SALES TO IVAN 209	MCF TOTAL	MCF GAS SOLD CHEV.	MCF TOTAL
1		0	0	0	0	0	0	0
2		0	0	0	0	0	0	0
3		0	0	0	0	0	0	0
4		0	0	0	0	0	0	0
5		0	0	0	0	0	0	0
6		0	0	0	0	0	0	0
7		0	0	0	0	0	0	0
8		0	0	0	0	0	0	0
9		0	0	0	0	0	0	0
10		0	0	0	0	0	0	0
11		0	0	0	0	0	0	0
12		0	0	0	0	0	0	0
13		0	0	0	0	0	0	0
14		0	0	0	0	0	0	0
15		0	0	0	0	0	0	0
16		0	0	0	0	0	0	0
17		0	0	0	0	0	0	0
18		0	0	0	0	0	0	0
19		0	0	0	0	0	0	0
20		0	0	0	0	0	0	0
21		0	0	0	0	0	0	0
22		0	0	0	0	0	0	0
23		0	0	0	0	0	0	0
24		0	0	0	0	0	0	0
25		0	0	0	0	0	0	0
26		0	0	0	0	0	0	0
27		0	0	0	0	0	0	0
28		0	0	0	0	0	0	0
29								
30								
31								
	0	0	0		0		GAS SOLD CHEV	0

PURCHASED - SOLD CHEVRON GAS

YEAR	2006								
		MCF	MCF	MCF	MCF	MCF	MCF	MCF	MCF
DATE		CH MAKEUP 210	GPT HPG 206	SUB TOTAL	TOTAL	GP SALES TO IVAN 209	TOTAL	GAS SOLD CHEV	TOTAL
Jan-06		0	0	0	0	0	0	0	0
Feb-06						10066	10066	10066	10066
Mar-06						33151	43217	33151	43217
Apr-06						1457	44674	1457	44674
May-06						40730	85404	40730	85404
Jun-06						48489	133893	48489	133893
Jul-06						114280	248173	114280	248173
Aug-06						149367	397540	149367	397540
Sep-06							397540	0	397540
Oct-06							397540	0	397540
Nov-06							397540	0	397540
Dec-06									
2006 YTD	0	0	0	0		397540		GAS SOLD CHEV	397540